

## FIELDS SERVED BY DW

**SHIPPING . . .** by Rail—Water—Motor Truck, of raw materials and finished products, the efficient and economical transportation of which is as important as efficiency and economy in manufacturing, advertising and selling.

**HANDLING . . .** of materials, supplies and finished products for economy in manufacturing, transportation, storage and distribution. These costs largely determine profits.

**WAREHOUSING** of raw materials and finished products, as collateral for loans; to await the buying season; for the economy of bulk as against LCL shipments; to have spot stocks immediately available at all markets, and as an aid in developing new markets.

**DISTRIBUTION** from points of origin of raw materials to points of fabrication, thence to points of consumption, be they sectional, national or international.

## FOUR VITAL PROFIT FACTORS

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**VOLUME 41**
**NUMBER 7**

# DW

and

A Chilton  Publication

Est. 1901

Reg. U. S. Pat. Office

For Executives Who Buy

## SHIPPING-HANDLING-WAREHOUSING-DISTRIBUTION Services and Supplies

PUBLISHED MONTHLY BY  
**DISTRIBUTION AND WAREHOUSING PUBLICATIONS, Inc.**  
100 East 42nd Street, New York, N. Y., U.S.A.  
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Wm. A. Barber, Vice-President  
H. S. Webster, Jr., Secretary and General Manager  
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J. S. Hildreth F. E. Spooner O. B. Bergersen

Vol. 41

July, 1942

No. 7

### EDITORIAL DEPARTMENT

F. Eugene Spooner, Editor  
Leo T. Parker, Legal Editor  
Matthew W. Potts, Materials Handling Editor  
Carleton Cleveland, Staff Correspondent

Henry G. Elwell, Traffic Consultant  
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Materials Handling Equipment Specifications . . . . . 30  
Shippers' Supplies and Equipment . . . . . 50  
Shippers' Service Section . . . . . 77  
Index to General Advertisers . . . . . 120

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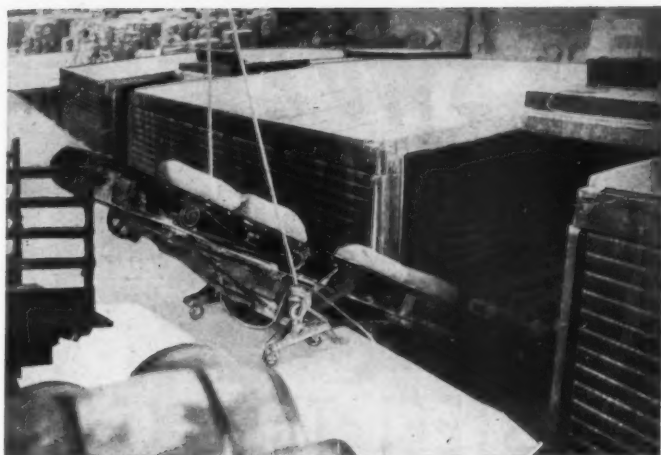
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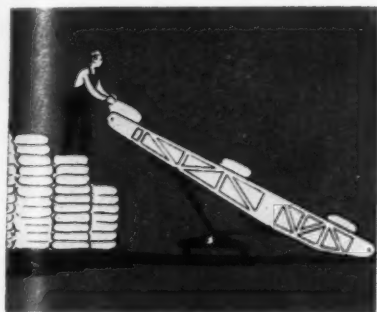
# CONVEYORS

by  
PORTABLE  
*cut handling costs*

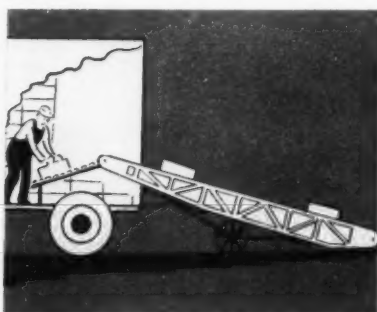
Featherweight freight conveyors, Model 391, meet the demand for modern, lightweight, flexible conveyor-elevator units that can be moved easily by one man. Four sizes: 14', 17', 20', 23'. 6 mountings.



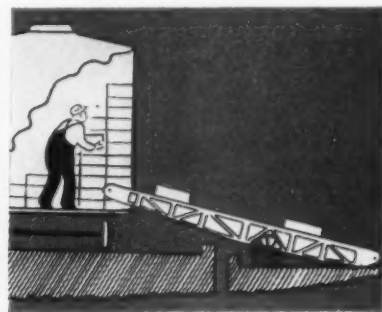
FEATHERWEIGHT Freight Type Model 391 unloading bags from boat to truck. Truly portable Featherweights save time on all handling operations.



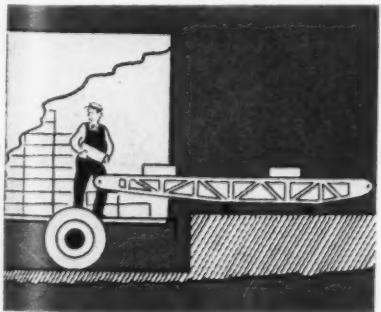
STYLE EC elevating caster truck provides convenience in sidewise movement. Freight type conveyors carry in either direction—horizontally, elevating and lowering.



STYLE EW. Elevating wheel truck for stacking, loading, or as booster for gravity conveyors. Wheels provide easy portability on all rough surfaces.



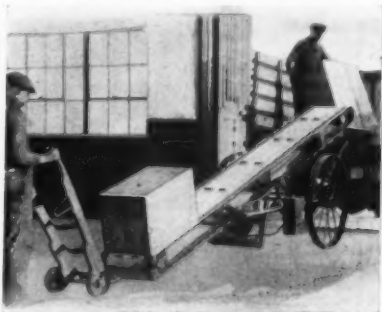
STYLE HW with wheel mounting for horizontal conveying or carrying to slight elevations. Style FO (not shown) supplied without wheel truck for permanent use.



STYLE SC, with 4-caster mounting for horizontal conveying only. Style HO (not shown) has 2-caster mounting for horizontal conveying or slight elevation.



PILING boxes from one level to another. Featherweight Freight Type conveyors—permanent or portable—speed up all your loading and piling operations.



STANDARD Portable models handle bags, boxes, cartons, etc., from car to truck or warehouse, speedily and easily. Special models to meet your requirements.

Write, phone or wire for a demonstration of Portable's Heavy Duty Freight

Conveyors for handling packages up to 500 lbs. each. Ask for Bulletin No. 432.



# SAVE!

## MAN-HANDLING

Move Goods Easier and Quicker—with

# HALLOWELL

## STEEL TRUCKS

Types, sizes and styles  
for every materials  
handling requirement.



Fig. 753  
4-Wooden Staker

### EASY to HANDLE

Wheels have smooth bores or  
anti-friction bushings in hubs  
and casters, perfectly lubricated.

### WON'T SHAKE LOOSE IN JOINTS

Welded throughout, corners and all.



Fig. 760  
1-Bar Handle



Fig. 772  
1 Rack

### WILL LAST FOR YEARS

and YEARS with practically  
no repairs; that's why "Hallowell"  
Trucks are so economical.

Prices are in line—and, so are deliveries. See  
your "Hallowell" distributor, or write to us for  
complete bulletin.

**STANDARD PRESSED STEEL CO.**

JENKINTOWN, PENNA. BOX 560

BRANCHES

BOSTON • DETROIT • INDIANAPOLIS • CHICAGO • ST. LOUIS • SAN FRANCISCO

*Charge Them*  
**"ON THE SPOT"**

*Keep Them*  
**"ON THE JOB"**

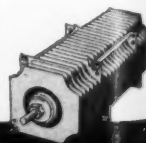


Every minute saved . . . every manhour used . . .  
every bit of power conserved . . . all mean EX-  
TRA PRODUCTION. This is no time to waste  
time, labor and power. Keep your production  
moving at full speed. And keep your electric trucks  
operating at full efficiency.

G-E Copper-Oxide Truck Chargers eliminate  
the wasted time, effort and power of a central  
charging station. They can be installed anywhere  
in the operating territory of the truck and can be  
transferred easily to other locations when re-  
quired. This decentralization means maximum  
flexibility.

The G-E Truck Charger gives automatic oper-  
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reduces to a lower finishing rate. The current  
cuts off automatically when charge is completed.

For complete information on G-E  
Copper-Oxide Battery Chargers, write to  
Section A728-111, Appliance and Mer-  
chandise Dept., General Electric Co.,  
Bridgeport, Conn.



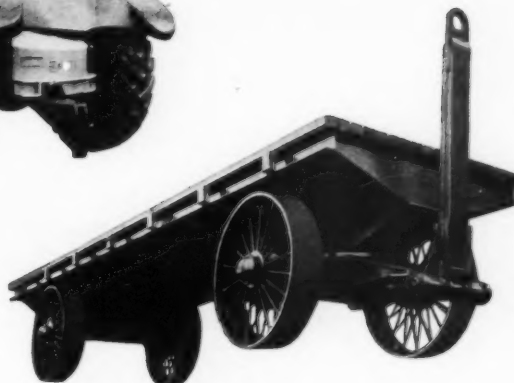
**GENERAL ELECTRIC**



MODEL QM-15  
Capacity 30,000 lbs.



MODEL 19518  
Capacity 10,000 lbs.



Model 1614 — capacity 30,000 lbs.



MODEL 19034  
Capacity 12,000 lbs

FOR IMMEDIATE ACTION!  
**ROLL YOUR LOADS**  
*on Trailers*



ROCKER DUMP TRAILER  
in Various Capacities

In new and converted plants a handling system using trailers is easy to set up, ready to go. Trailer haulage is adaptable to practically every job of moving materials, parts, waste, machines and heavy forms. Easton Trailers are rolling the loads everywhere along our industrial Beat-the-Axis front.

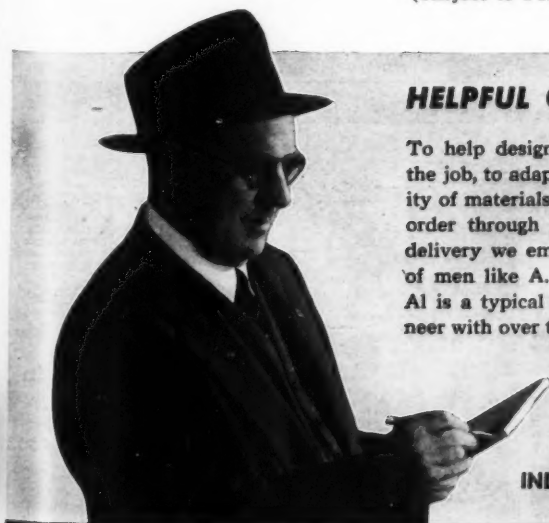
Easton Trailers are available (subject to PRP) for all purposes

in capacities from 2,000 to 40,000 lbs. Easton can deliver wood or steel deck platform trailers, dump-body trailers, or specially designed trailers to meet unusual handling requirements. Two- or four-wheel knuckle steer, fifth-wheel steer, or caster type. Flat steel, solid rubber, or pneumatic tires. For manual or power haul, singly or in train. Timken bearing equipped.

### HELPFUL COUNSEL ON YOUR TRAILER DESIGN

To help design your trailer to fit the job, to adapt it to the availability of materials, and to follow your order through to earliest possible delivery we emphasize the service of men like A. L. Schuller (left). Al is a typical Easton Sales Engineer with over twenty years experi-

ence covering all angles of industrial track and trackless haulage. For a free survey of your handling requirements, or for information on Easton Trailers to handle your loads, write to Engineering Counsel, Easton Car & Construction Company, Easton, Pa.



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INDUSTRIAL CARS • TRAILERS • ELECTRIC LIFT TRUCKS

*The*  
**"Tidewater Method"**  
 of  
**field warehousing**  
 brings the  
***Warehouse to***  
***the Goods***

literally transports all of the facilities and financial services of Public Warehousing right to the plant or premises of

**Manufacturers, Distributors,  
 Producers and Processors**

assisting them to increase borrowing capacity—  
*from their own local banks—for*

**"Current" Working Capital Needs.**

Bank financing and lending against inventory goods have now become such an integral part of modern banking that almost any firm seeking additional working capital can—with the aid of the Tidewater Method—hypothecate its stocks of merchantable goods (on hand or to be purchased) and obtain a considerable portion of the value of such goods as loans, at normal bank interest rates.

Write for a copy of the "Tidewater Method of Inventory Financing through Field Warehousing."

**Tidewater Field Warehouses, Inc.**

17 State St., N. Y. C. • Joseph E. Lowe, Vice Pres.  
 76 Sunapee Street, Springfield, Mass.; 453 Commercial Street,  
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 10 Chestnut Street, Philadelphia, Pa.

**IN THE HEART OF  
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 NEW YORK  
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 AREA**

**EXCELLENT AND  
 EFFICIENT OCEAN  
 TERMINAL AND  
 WAREHOUSING  
 FACILITIES**



**Leo J. Coughlin**  
 Vice-President

Bowling Green 9-4692





## PORT NEWARK

(An integral part of the Port of New York)

The Newark Tidewater Terminal provides exceptional accommodations for the storing, shipping and handling of spot stocks of merchandise. A special trained staff assures patrons that their interests will be efficiently administered.

The property is one of the largest and finest equipped terminals in the New York area, and is but 20 minutes from Manhattan.

Every facility is available for the handling of both bulk and packaged freight in any quantities, under cover or in open. Nine large warehouses incorporate 1,500,000 sq. ft. of storage space. There is a marginal wharf, 3800 feet long by 82 feet wide, on a 30-ft. ship channel. There are over 14 miles of railroad tracks on the property, which is served by the P.R.R., C.R.R. of N. J., L.V.R.R., and by all other railroads entering the Port of New York via free lighterage. Storage in transit arrangements in effect.

All buildings are of hollow tile construction, 100% sprinkler protected to afford low insurance rates. Our accommodations for the handling of lumber and similar commodities are second to none. Plant has own protection force. Write for particulars.

### NEWARK TIDEWATER TERMINAL, INC.

Port Street, Newark, N. J. • J. A. Lehman, *Mgr.*



## BAYWAY

ELIZABETH, N. J.

At this large, well-constructed terminal you are afforded accommodations that are adequate for any need. There are 1,070,000 sq. ft. of storage and manufacturing space, subject to lease in either large or small units. But 30 minutes from Manhattan. Live steam available for manufacturing purposes. The entire property is 100% sprinkler protected, with low insurance rates applying.

The very latest equipment for the handling and storage of merchandise is available. Here can be found one of the largest and most efficient plants in the world for fumigating cotton, tobacco, etc. Many other unique facilities are maintained for Bayway patrons.

Loading platforms for trucks and railway are weather protected.

Accommodations for deep-water vessels, barges and lighters for direct handling into warehouses. Served by the C.R.R. of N. J. Also served by all other railroads entering the Port of New York via free lighterage. Storage in transit arrangement in effect. Write for particulars. Policed ADT and own private police system.

### BAYWAY TERMINAL CORPORATION

Bayway (Elizabeth), N. J. • R. S. McElroy, *Mgr.*

**NEWARK TIDEWATER TERMINAL, INC.**  
**BAYWAY TERMINAL CORPORATION**  
**TIDEWATER FIELD WAREHOUSES, INC.**

NEW YORK OFFICE: 17 STATE STREET

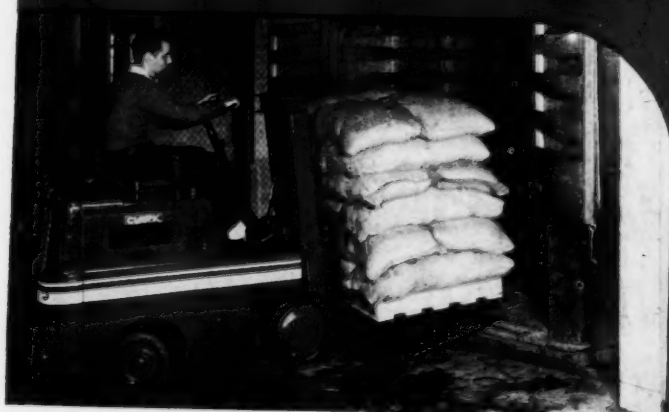


# CLARK FORK TRUCKS GAS OR BATTERY POWERED



**Yes!** When Clark vehicles come on the job to move materials 10 men can be released for other work.

Around the clock—168 hours per week, Clark gas or battery powered Fork Trucks move material the modern way. A time saver and a man saver.



Today we're all for victory—but plan for tomorrow. Clark Fork Trucks serve in war or peacetime fields.

OUR ENGINEERS ARE READY—  
WRITE US YOUR MATERIAL  
HANDLING PROBLEMS.

For Victory buy War Goods

**CLARK TRUCTRACK**

Div. of Clark Equipment Co.

741 Springfield Pl. Battle Creek, Michigan, U.S.A.

# *To Victory thru Materials Handling*

WITH plants now on war production devouring materials at an unprecedented rate, and doing so fine a job that national quotas can be met without much help from factories not yet converted, the real problem today is to get shipments through to these plants before the freight movement hits its peak this Fall and Winter. These materials must go where they will yield greatest production and regardless of ruffled feelings in how the task is performed.

The Government has been sounding out shippers in regard to the loading of freight cars to marked or visible capacities, and although at this writing no official order has been issued, many shippers, unfortunately, are excitedly approaching the question with a "can't be done" attitude instead of calmly figuring how they may cooperate. The smart ones, on the other hand, have anticipated a Government move for greater loading and are preparing for whatever may happen.

They recognize that heavier loading, either on a marked or visible capacity basis, or on one less stringent, means the need for more labor which, in turn, will boost the handling expense. But they feel that that problem can be solved through increased use of materials handling equipment that will relieve labor in loading to greater heights and in clearing the docks quickly.

More and more from now on, the greatest pressure will be on labor and transportation. Available materials will be kept flowing; heavy inventories are in for redistribution—sometimes to fill acute need elsewhere; sometimes to teach hoarders a lesson. This flow of materials, however, won't be successfully handled through brawn alone but through the use of modern labor-aiding equipment.

The sooner industry gets materials handling minded, the sooner and easier many of the seemingly insurmountable problems of transportation and labor will be solved.

### Questions Answered on Whse. Price Ceilings

Not every situation which will arise under the application of the General Maximum Price Regulation can be anticipated in advance and answered, but within the framework of the following question-answer series will be found helpful guides for warehouse operators:

**Q.** Does the warehouse industry come under the Regulation?

**A.** Warehousing and storage are services to which the General Maximum Price Regulation is applicable. Prices set forth as maximum prices in Section 2 of the Regulation apply to these warehousing and storage services on and after Aug. 1, 1942.

**Q.** Will a printed rate guide establish the ceiling on commodities which were not in storage during the month of March or immediately prior to that month?

**A.** For a particular kind of storage service which you did not actually supply during March, the maximum price is the highest price which you charged during March for any similar service which has the same use and purpose and would ordinarily be supplied at the same price. If you did not supply such similar service during March, the maximum price is the highest price at which you offered to supply during March the particular service which is later being quoted or furnished. The offering price for this purpose does not include a price which was offered for bargaining purposes by a seller who usually sold at prices below the published or asking price. Your printed rate guide indicates your offering price if the guide showed accurately the lowest prices at which you were really offering to furnish the services in March.

**Q.** Will the printed tariff or rate guide serve as complying with the "posted price" requirement of the Regulation? It being understood that the guide at all times be available for inspection.

**A.** The posted maximum prices are required only in the sale at retail of cost-of-living commodities. The cost-of-living commodities are listed in the Regulation. That list does not include storage services, but Section 11 of the Regulation requires the preparation by July 1, of a statement which must include the highest March prices together with an identification of each service, and a statement of all customary price differentials. If your printed rate guide actually furnishes this information accurately, the guide is acceptable for requirements of this section.

**Q.** How will ceilings be fixed on goods in a warehouse and never sold or offered for sale in March?

**A.** Maximum prices must be determined by reference to the regulation, first seeing if seller sold the same commodity, then seeing if he sold a similar commodity, then looking to competitors' prices, then referring to Section 3 of the regulation.

**Q.** To what extent is our local cartage operation affected by the regulation?

**A.** Local cartage operations conducted upon a contract carrier basis are services at retail, which are subject to the General Maximum Price Regulation, effective as to rates, upon July 1.—*Manning.*

### O.P.A. Supplementary Regulation on Price Ceilings

The effective date of the General Maximum Price Regulation as it applies to transportation, storage, and related services has been postponed to Aug. 1, Price Administrator Leon Henderson announced.

The General Maximum Price Regulation specifically exempted rates charged by railroads and other common carriers offering their services to the general public. To other carriers and to services performed in connection with transportation the regulation applied on

May 11 at the wholesale and industrial level and applies on July 1 at the retail level. Supplementary Regulation No. 11 makes price ceilings effective at all other levels on July 1.

The postponement applies to charges for transportation services of carriers other than common carriers; commercial storage and warehousing; stevedoring companies; car loading and car unloading companies; freight forwarders; consolidators or distributors not offering such services to the general public as common carriers; terminal services; services of transportation brokers, customs brokers, and transportation agents (other than employees of transportation companies); and pre-cooling, icing, ventilating and heating of shipments and transporting equipment.

The extension was made, O.P.A. said, because of "the vital need of avoiding any possible interruption in the flow of commodities. Accordingly, persons furnishing such transportation and allied services are given further time in which to conform their establishments to the requirements of the General Maximum Price Regulation."

The postponement does not affect the record-keeping requirements of the General Maximum Price Regulation or the requirement that beginning July 1, persons under the regulation must have available for inspection statements showing their ceiling prices.—*Manning.*

### Warehouses Asked for Tire, Scrap Rubber Rates

The Defense Supplies Corp. in cooperation with the Office of Price Administration and the War Production Board is now completing arrangements for the purchase of automobile tires and tubes in the hands of consumers and odd lots in the hands of dealers, as well as scrap rubber, which purchases were to begin about June 15, 1942.

The purpose of this program is to further conserve the national supply of rubber, having in mind the vital position of that substance in the war time transportation.

Plans call for the designation of storage space in certain localities and in this connection questionnaires have been sent out to warehouses for the purpose of securing information on space availability, rates for handling and storage, rail, truck, waterway, and platform facilities, week-end deliveries, building types, sprinkler system, fire insurance rates, and protection and guard facilities.

Warehouses called on have been told that the foregoing information involves no contractual obligations and does not prohibit warehouses from renting to others any part of the space prior to delivery of merchandise for the account of the Defense Supplies Corp.

A definite requirement of purchases and storage will be that all merchandise units will be individually identifiable by tags attached thereto, or other suitable means, which identification will tie in with the particulars given in non-negotiable warehouse receipts issued by the warehouses in the name of the Defense Supplies Corp. The latter will be responsible for all storage and handling charges agreed upon.

### Whse. Receipts Not Exempt Under Price Regulations

Sales of warehouse receipts are covered by the General Maximum Price Regulations, and are not exempt under the section of the regulations which exempts securities, the Office of Price Administration has declared.

"Warehouse receipts are negotiable documents of title representing goods which have been placed in warehouses," the O.P.A. stated. "When goods whose price ceilings are subject to control under the General



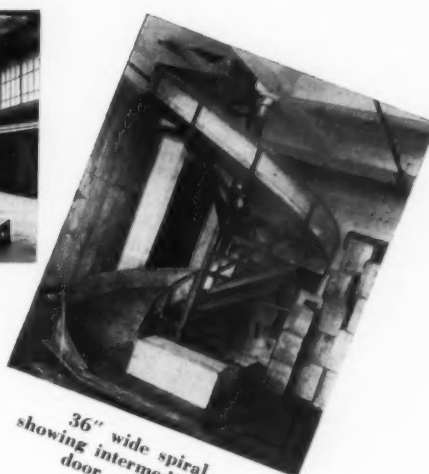
## SPIRAL CHUTES



30" wide spiral chute in an electrical warehouse



60" wide spiral chute in B.&O. warehouse



36" wide spiral showing intermediate fire door switch-out

### SPEED CONTROL

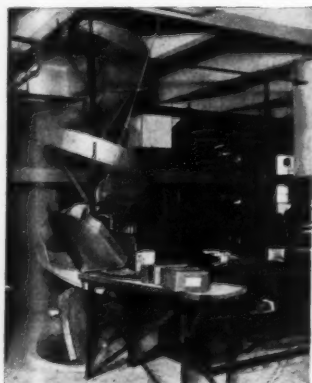
Our Haslett type spiral chute features a scientific design which controls the speed of packages regardless of size or weight. We will guarantee to handle the most fragile article without damage to container or contents at any point in the chute.

### STANDARD SIZES

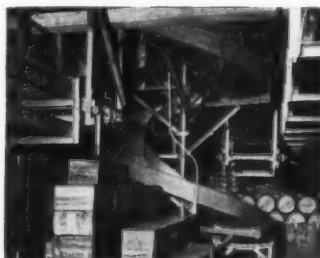
Sizes range from 12" wide trough or runway to 60" wide. The latter is capable of handling crates up to 72" long x 46" wide x 40" high weighing up to one ton. Chutes can be made either right or left hand, and can be arranged to suit any building conditions. Spirals furnished in single, double, triple or quadruple blade construction.

### ENGINEERING SERVICES

You can profit by our forty years of experience by allowing our engineers to offer you our recommendations on your requirements.



21" wide spiral chute in wholesale drug warehouse  
Note: Intermediate deflector



30" wide spiral chute in a wholesale grocery warehouse

We are also in position to furnish all types of Power Conveyors, I.E. Belt Conveyors, Slat Conveyors, Vertical Lifts, Pusher Bar Conveyors and Gravity Roller Conveyors



Double bladed spiral chute in a plumbing supply house

**HASLETT CHUTE & CONVEYOR CO.**

**OAKS, PA.**

MAIN OFFICE & PLANT

Maximum Price Regulation are sold, the price ceilings in the transaction are fixed under the Regulation—regardless of whether the goods themselves, are physically transferred, or the transfer is effected by transfer of the warehouse receipt from seller to buyer."

The General Maximum Price Regulation is applicable to all commodities which are not expressly excepted therefrom, the O.P.A. pointed out. One section of the Regulations excepts "securities." The term "security" is itself defined in the Regulation as including "any note, stock, bond, and interest or instrument commonly known as security."

Although warehouse receipts, like other documents of title, are often used as security for loans, they are not themselves commonly known as securities. Accordingly, sales of warehouse receipts are subject to the Regulations," according to O.P.A.

A large portion of the business of the Nation is transacted through transfers of warehouse receipts and other documents of title. And if these were excepted from the General Maximum Price Regulation, this portion of the Nation's business would escape price control completely.

The canning, distilling and wine businesses are among many in which warehouse receipts play an important part. The receipt itself is the document given to the owner of the goods as evidence of his title to goods stored in the warehouse. It can cover any and all types of goods placed in warehouses.—*Manning.*

#### **Army to Move N. Y. Export Rail Tonnage**

After long negotiation on contractual arrangements between rail, Government and the Port of New York Warehousemen's Assn., as to the disposition for storage of the tonnage held for export on 1,500 freight cars at New York, the Army has stepped in and will take over the responsibility of moving this cargo. The general impression is that the cars will be moved to inland points where the cargo will be placed in storage.

General Aurand, it is stated, has been placed in charge of the clearing of railroad property steamship piers and private or publicly-owned warehouses of so-called frozen freight.

#### **Advanced Monthly Traffic Estimates by Industry**

The O.D.T. on June 15 started getting advance monthly estimates of traffic movements from manufacturers, producers and distributors, this data to provide an accurate forecast of the Nation's freight equipment requirements in some 19 zones, all with the thought of preparing for conditions which will prevail when the Fall wheat movement starts and peak tonnage will be reached on rail and road. None of the companies will be held to their estimates, should actual requirements be otherwise. On the other hand, should the data reveal the need of cars or trucks far beyond possible handling, it is claimed that the O.D.T. may have to place embargoes on some of the less important shipments or adjust the matter in some other way.

The information to be provided on a special form includes the commodity to be shipped, the number and kind of car needed, destinations by zone, and, if highway transportation is to be used, the number of trucks contemplated.

#### **Freight and 2nd Class Postage Face War Tax**

The Ways and Means Committee voted tentatively June 17 to tax freight and express and to raise the 2nd-class postage rates for newspapers and periodicals, except county weeklies. The committee proposed a 5 per cent tax on freight and express charges to yield an

### **Convention Dates**

1942

July 20-23—Annual convention of Independent Movers' & Warehousemen's Assn., Chicago.

Aug. 19-22—National Food Distributors Convention and Exposition, Chicago.

Oct.—Annual convention of American Trucking Associations, Inc., St. Louis, Mo.

Oct. 5-6—Boston Conference on Distribution, Hotel Statler.

Oct. 7-9—29th Annual Convention, National Foreign Trade Council, Hotel Statler, Boston.

Oct. 19-21—Annual meeting of Associated Traffic Clubs of America, Baltimore, Md.

estimated \$300,000,000 a year. The proposal to increase 2nd-class postage rates was designed to yield \$78,000,000, which, it was stated, represents the Post-office Dept. deficit for this class of mail.

#### **Full Visible Loading of Cars a Possibility**

The time is not far distant, it is claimed, when the Government may rule that freight cars be loaded to full visible or weight carrying capacity. Under such conditions, it is felt that shippers will be confronted with a severe problem of refiguring on how well paper bags or containers can stand up in transit with the additional piling height and what method of loading will have to be used.

#### **N. Y. Warehouse Contract Signed for Govt. Pool**

The Federal Emergency Warehouse Assn. of the Port of New York, according to E. W. Ford, chairman of the executive committee, has signed the contract providing for the pooling of space in the Port of New York for Government storage.

The Emergency group will play an important part in the activities surrounding the military requirement that all lighterage freight (other than that covered by ground storage rules) now in railroad possession in the New York Harbor area, must be moved out of that area immediately. Apparently, the freight cannot be placed in public warehouses in that area because of the need of that space for military purposes.

#### **I.C.C. Upholds N. Y. in Norfolk Rate Cut**

The I.C.C. on June 23 ruled in favor of the Port of New York in its fight to prevent drastic rail and water reductions sought by Norfolk, Va., for shipments to Middle Western territory. The action has been pending since 1939 and was begun by the State Corporation Commission of Virginia and Hampton Roads interest which wanted more favorable rates to interior points. New York interests claimed that the reductions would break down the port rate structure and give Norfolk an undue advantage. Certain other reductions in rates, not opposed, were granted by the I.C.C.

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*Powerful — Adaptable — Durable*



**MODEL A14**

30x18 Drive Tires. 6.00x9 Front Tires. Medium Light Duty Type for moving materials at industrial plants, airports, docks, railway shops, terminals.

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**T**HE International Harvester Powered Model A14 is particularly well adapted for today's requirements. It is the only **narrow** gas tractor that is equipped with large diameter (40" inflated diameter) drive wheel tires and a short turning radius.

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Special features of this Medium Light Duty Type Shop Mule include: Replaceable Cylinders; Automatic Impulse Magneto; Oil, Air and Fuel Filters; Force Feed Lubrication; Four Forward Speeds; Spring Mounted Driver's Seat; High Ground Clearance; Adjustable Width; Adjustable Draw Bar Height; Sharp Turning Radius; 95% Standard International Harvester Farmall "A" Parts; 29 Ball and Roller Bearings; 15 Spring-Loaded Oil and Dirt Seals to keep oil in and dirt out.

Engine has Tocco-hardened crankshafts.

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**MODEL A2  
MIDGET**

Small, compact with abundant power for heavy duty hauling on reasonably hard, smooth pavements in restricted space. 80% IHC parts.



**MODEL A3 MIDGET**

So small it U-turns in a box car. So powerful it can move a loaded freight car. 80% Standard IHC Parts.

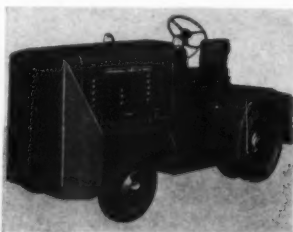
**MODEL A4 MIDGET**

4-wheel, full spring suspended. For heavy loads over heavy ramps on rough pavement. 80% IHC parts.



**MODEL  
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Most ruggedly built gas tractor made. Unexcelled for extra heavy jobs. Approximately 70% IHC parts.



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**CHICAGO**

*Supplying the Army Quickly and Efficiently Calls for the Installation of Modern Materials Handling Methods and Equipment.*



Fig. 1

By MAJOR EDWIN G. BEGGS  
Depots Operation Division, Office of  
the Quartermaster General

IT has always been recognized that one of the first essentials in prosecuting a war is to see that the army is well-fed and well-clothed. This is the responsibility of the Quartermaster General.

To accomplish this task, it is necessary to provide efficient storage areas or depots, so that sufficient supplies can be accumulated at strategic points, in order to quickly

ship to posts, stations, camps and ports of embarkation.

In peace time, the number of men under arms is small and, therefore, certain regular depots were established, of sufficient capacity to provide for the storage needs, but with the rapid expansion of our armed forces, and the continued expansion of these forces, the need for storage space is growing faster than it can be acquired.

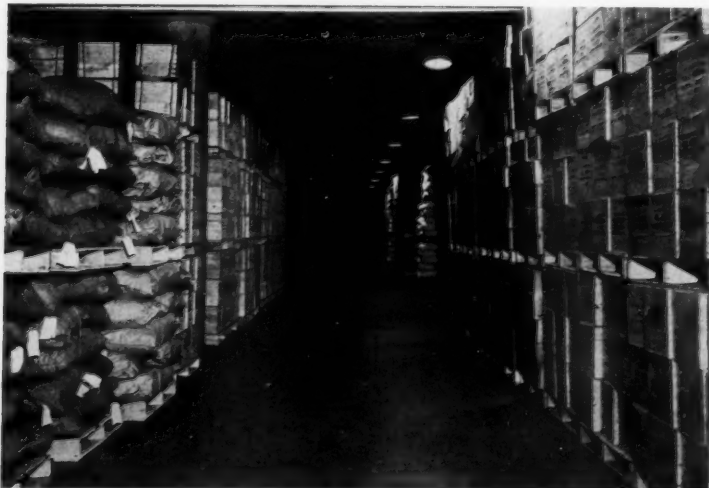
It is not always possible to construct new buildings, and therefore, in order to meet the pressing needs, certain depots are located in rented space.

In the depots which are designed and built for exclusive army use, the problem of storing and handling is somewhat simplified, but in the rented areas, it is necessary to fit the receiving, storage and shipping operations to the existing buildings.

This article is based upon a description of a Quartermaster Depot operating in rented space. It clearly indicates how obstacles have been overcome, and also how every effort has been made to utilize the most modern methods of materials handling for the receiving, storing and shipping of property and supplies.

It has been said that this is a war of machines and production capacity, and these terms have generally been applied to our combat forces. However, we find, in Quartermaster Depots, that it is again a matter of production and ma-

Fig. 3



A general view of the subsistence storage area, showing good house-keeping, efficient piling to maximum ceiling height, and good operating aisles. Look at view upside down. See text.





Fig. 2

Compare these 2 illustrations. Fig. 1 shows the setting down of packages and the number of men used, an indication of inefficient handling.

Fig. 2 shows efficient handling, indicated by orderly stacking and use of materials handling equipment with only one operator.

(All photos herewith, courtesy of U. S. Army Signal Corps.)

# Materials Handling

chines, to keep our forces supplied with subsistence, clothing and equipage, motor supplies, and general supplies.

When we first started to operate, under war conditions, manpower was not a serious problem, and therefore, our receiving platforms quite frequently looked like the illustration in Fig. 1. At first glance, this seems like efficient handling, but we soon found out that no operation can function efficiently without the proper equipment, and sufficient accessories to make the equipment perform to its maximum capacity.

The picking up and setting down of packages do not necessarily mean efficient handling. The number of men involved in the operation does not indicate efficient handling. In fact, efficient handling occurs in operations where the least amount of handling is necessary with the fewest number of men.

As the increase of our armed forces started to draw on our manual labor, we found ourselves being faced with a labor shortage, and because of the difficulty of obtain-

ing additional space, we were faced with the necessity of utilizing all of our existing storage space to its maximum capacity. Therefore, we have instituted the use of modern materials handling methods wherever possible.

As a comparison between methods, let us consider Fig. 1 and Fig.

2—Fig. 1 showing our old method, while Fig. 2 shows the new method, where the supplies are stacked on pallets in unit loads that can easily be placed in the storage pile by the use of a fork truck with a single operator, and in much less time.

The breaking up of the area, particularly in a multi-storage building, necessitates the use of freight elevators, and a distribution to a number of floor areas, which seriously affects the method of handling.

However, by installing good materials handling methods, supplying the proper fork trucks and

Fig. 4



This illustration shows how the power-driven fork truck handles the load, elevates it, and places it into or takes it out of storage.



Fig. 5

Box shooks on pallets in Fig. 5 are much easier to handle and store than was the case with hand stacking. They are also easier to take out of storage when required. Fig. 6 is a good illustration of stor-



Fig. 6

age space utilization. Look at the picture upside down and see if you can tell which is the ceiling and which is the floor. It also illustrates a good method of storing irregular boxes.

pallets, with tractors, trailers and platform hand trucks, it has been possible to materially reduce the cost of handling at this depot, as follows:

When proper materials handling methods were installed, the labor force required for receiving, storing and shipping was reduced by approximately 70 men. At the same time, the handling operation

was speeded up, so that it was possible to handle more orders in less time. Under the old methods, an average month's work was considered 3,186 tons, incoming orders, and 4,037 tons, outgoing orders on 1,411 incoming requisitions and 1,166 outgoing requisitions. With the modern methods of materials handling, an average month's work is 7,502 tons, incoming or-

ders, and 6,160 tons, outgoing orders, on 2,217 incoming requisitions and 2,305 outgoing requisitions.

In addition to the speeding up of the operation, we have also found it possible to more fully utilize the space, thereby increasing our storage capacity at this warehouse.

Modern methods have also effected an orderly system of storage, which leads to good house-keeping and facilitates the taking of inventories. See Fig. 3.

The types of supplies, which we have to handle, vary, both in their size, shape, method of packaging, weight, and commodity, and yet we have been able to find a method of handling and storing which is practicable for all types.

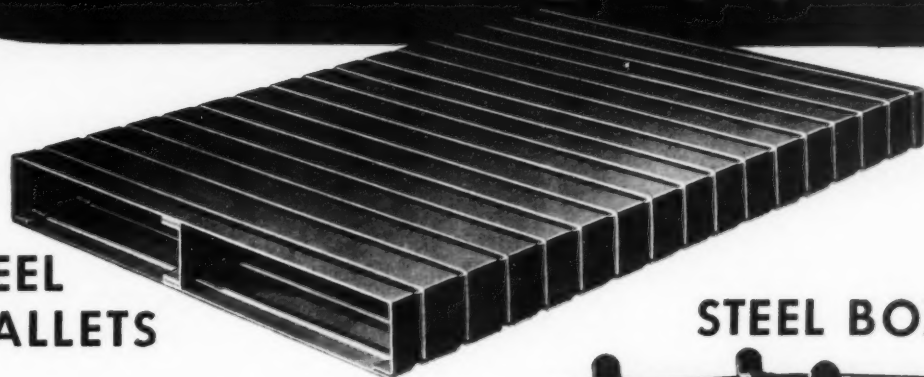
At this particular depot, the use of tractors and trailers, and power-driven fork trucks, with or without pallets, and the use of some short sections of gravity conveyor and hand-operated pallet lift trucks, seems to have solved the majority of our handling problems. At other depots, we have to use additional types of materials handling equipment.

Palletized unit load should always be level, and the use of short dunnage makes it possible to level up these pallet loads without difficulty.

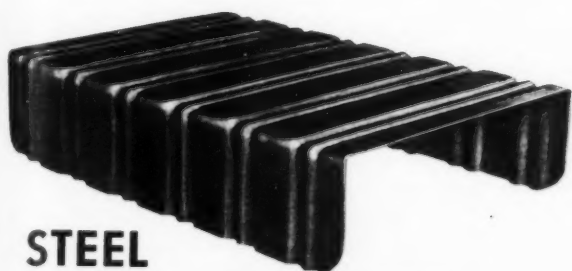


Fig. 7

**SAVE STORAGE SPACE,  
TIME and MONEY  
with UNION METAL  
Material Handling Equipment**



**STEEL  
PALLET**



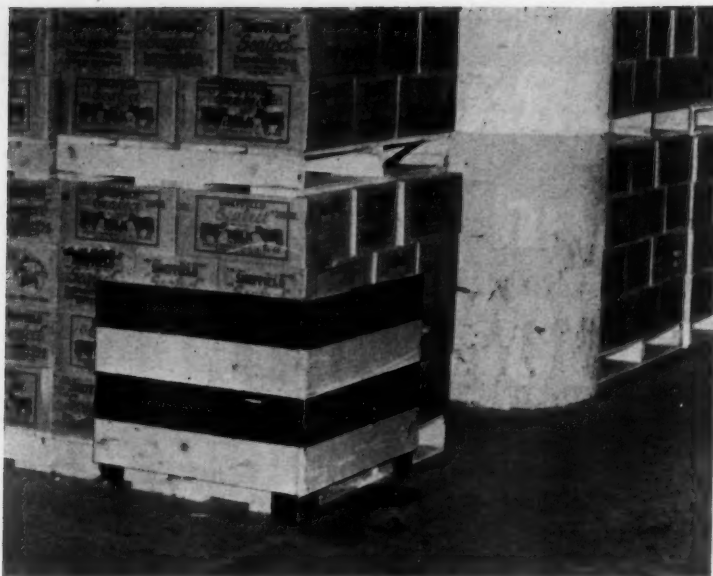
**STEEL  
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**STEEL BOXES**



● Union Metal's complete line of skid platforms, boxes and pallets offers a size and type to meet every material handling need. Write for catalog and name of nearest sales office.

**THE UNION METAL MANUFACTURING CO.**  
**CANTON, OHIO**



Note use of space around pillar and protection given materials at aisle corner by use of shield.

Each depot presents its own problem, because of the physical layout, and while general principles can be used in solving these problems, we have found it best to survey each depot, and apply these general principles to the particular layout involved.

In the particular depot where these illustrations were taken, we are dealing with a multi-story building, and our operation procedure is somewhat as follows:

Our supplies are received either by motor truck or railroad car, and we unload from these carriers directly to pallets, which have already been placed—2 on each trailer. The supplies are loaded on to the pallets and the trailer is then moved, either by hand or tractor, adjacent to the elevator, for carrying up to the floor where it is to be stored. The tractor unloads from the trailer and returns for additional loads.

The elevator operator and his assistants load the trailers onto and off of the elevators, and they are distributed through the various storage areas, where fork trucks unload them and pile the supplies as shown in Fig. 2 and 4.

As soon as the trailers are unloaded, they are either loaded with outgoing shipments, or if not required for this purpose they are returned empty to the receiving area for additional loads. Wherever possible, in this depot, supplies are palletized to facilitate their handling into and out of storage, and it will be noted by the photographs that a wide variety of commodities can be handled with this method.

In some instances, the commodities are received in irregular shaped boxes, as shown in Fig. 6 and Fig. 7. If attention is given to the way these boxes are piled on the pallets, they will make a uniform piling unit, even though all of the piles are not of the same height.

It is well to direct attention to the fact that all pallet loads should be level, and our operators have learned that this is necessary. Therefore, they occasionally use short dunnage to level up the piles, as shown by arrow in Fig. 7.

A similar condition is shown, to the left of Fig. 6.

A little care in piling the loads on the pallets will save considerable time in placing the loads into storage.

Fig. 5 shows one of the difficult commodities we have to handle—namely box shooks for export packing. These can be quickly and efficiently handled by the pallet and fork truck system, for both receiving, for placing in storage, and for taking out of storage when it is necessary to use them for packing.

Good warehousing is generally indicated when the picture can be looked at in both directions, without being able to determine which is top and bottom. For example, look at Fig. 6, upside down, and see if you can tell the difference between the ceiling and the floor. Also do this with Fig. 3 and 4.

The Depot Operations Division of the Office of the Quartermaster General feels that 85 per cent of its problem is the handling of materials, and for this reason, has

stressed the need of better materials handling methods in order to expedite the receiving, storage and shipping of supplies. The results so far obtained by installations made, justify the broad view taken of this subject some months ago. Wherever possible, these modern methods of materials handling are being installed in existing depots, and are being given prime consideration in the building of new depots.

### 500 Miles Is Average So. Cal. Haul

The average haul by motor truck in Southern California, according to C. G. Anthony, executive vice-president of the Motor Truck Assn. of Southern California, is 500 miles. This compares with 200 miles in other parts of the country, Mr. Anthony claimed. The average tonnage is twice as much as in other States, but the cost per ton-mile is less than half.

The foregoing data were brought out at a meeting between truckers and the California Railroad Commission, undertaking to make a Statewide survey to determine general flows of traffic in order to lay a basis for a final working plan for cooperation under the recent O.D.T. orders. It was urged that the Federal orders be modified, as certain problems in California are peculiar only to that State.

Leasing of private trucks to common carriers is felt necessary, but State regulations do not permit. The C.R.C., however, is in favor of the suggestion, so that private truckers at the conclusion of outbound trips may permit common carriers giving them return loads.

Control stations have been established at Brawley and El Centro.—Herr.

### Gateway Acquires Kaiser Operating Rights

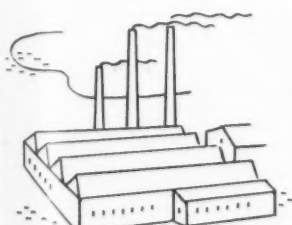
The Gateway Transportation Co., a subsidiary of Gateway City Transfer Co., has acquired the operating rights of the Kaiser Truck Service, Inc. The main offices and headquarters of both Gateway City and Gateway Transportation, which will jointly be known as the Gateway System, will remain in La Crosse, Wis. Officers of the new organization are W. Leo Murphy, president; B. H. Overton, vice-president, and E. W. Murphy, secretary-treasurer. According to W. L. Murphy, the acquisition of the Kaiser Truck Service brings the total number of towns now served by Gateway to more than 460.—W.T.N.B.



# AN INSTITUTION *with more than a product*

*Many of America's largest plants are turning to Pallet Sales for an economical and speedy solution to their shipping and distribution problems.*

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THE STANDARD OF COMPARISON FOR ARMY, NAVY & AIR CORPS

Rotary table for sorting different sack sizes and brands of flour as they come from the packing room.



# Car Loading

## ... and Other Handling Expedited by Mechanical Equipment

THE Fisher Flouring Mills Co. plant, located on the West Waterway, Harbor Island, Seattle, Wash., the largest flour mill west of the Mississippi, with highly mechanized handling equipment throughout the plant, has planned some interesting innovations for the handling of sacked and bagged flour, both for storage

placement and removal, and also for loading-out. Instead of using the conventional type of skid with legs or lengths of 2 by 4's, it uses plain flat wooden platforms measuring 3 ft. by 4 ft. for handling all warehoused products, including cereals and packaged goods, as well as all sizes of sacked or bagged flour and feed. Some 10,000

of these platforms are in constant use, being handled by Elwell-Parker electric lift trucks.

While the platforms are legless (for easy storage when necessary, requiring less space) there are permanent rests on which they stand along the aisles of the warehouse.

The storage capacity of the

One of the especially designed electric trucks removing a unit load of flour from one of the sorting bins.



Warehouse aisle showing arrangement of permanent platform or skid supports.



Illustration  
industrial  
operation  
maximum  
efficiency  
Merchandise  
It is  
currency  
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arises  
story

# You Get All **5** In **MERCURY** INDUSTRIAL TRUCKS

Illustrated on this page are five important features of industrial truck design — features that mean high operating efficiency, low operating cost and the minimum of maintenance. Each was pioneered and perfected by Mercury and all five are incorporated in Mercury Industrial Trucks.

It is this excellence in design that has won for Mercury equipment the preference of leading industrial and transportation organizations throughout the country. A reputation for designing equipment that delivers the greatest number of productive hours at the lowest cost.

When the consideration of new industrial trucks arises in your plant it will pay you to have the complete story on Mercury equipment. Write for Bulletin 201-5.



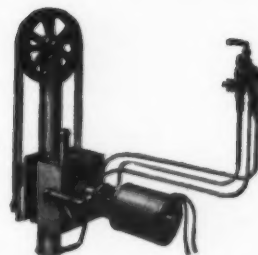
**Pioneered and Perfected by MERCURY**  
Five important reasons why leading industrial truck users specify Mercury equipment

*Mercury Model A-1003 Telescopic Lift Truck of 6,000 lb. capacity quickly stacks skid loads of heavy boxes to ceiling heights.*

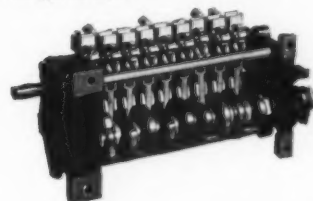
## MERCURY

TRACTORS  
TRAILERS  
LIFT TRUCKS

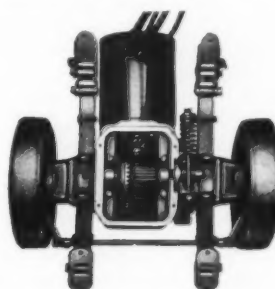
MANUFACTURING COMPANY 4104 S. Halsted St., Chicago, Illinois



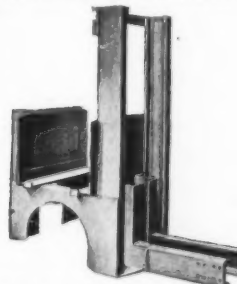
**Hydraulic Hoist System:** No power used to lower load, no power wasted in lifting. Requires less than 50% of the usual number of moving parts. Provides complete overload protection.



**Snap Action Cam Operated Controller:** Eliminates injurious arcing. Reduces maintenance to the minimum.



**Unit Constructed Drive Axle:** Motor and drive are a single unit assembly, fully enclosed. Double reduction spiral bevel and spur gears transmit maximum power, springs are semi-elliptic. Brakes external contracting type. Entire unit easily accessible.



**All Welded Frame:** No rivet holes to weaken section. Smooth, attractive exterior.



**Trail Axle:** Sturdy, simple construction, wheels and steering knuckles ball bearing mounted. Provides easy steering.

warehouse and docks is about 160,000 barrels of flour and 6,000 tons of feed. It is interesting, however, to note that in normal operations only 5 or 6 of the 9 electric trucks available are employed. However, at certain times 2 ships are docked at the plant, both loading simultaneously, at which time the extra power trucks are required.

The finished flour is packed by machine into sacks of various sizes, depending upon the demands of the customers. The weights are checked and the bags closed and stitched. Thereupon, they are delivered by belt conveyors and gravity chutes to a motor-driven revolving table, where they are easily slid off into adjacent bins by operators who segregate the different sizes and brands by piling them neatly on platforms (on permanent rests) which form the bottom of the bins located around the table. When one bin is filled, the operator releases the back section of the bin, thereby raising it clear of the pile and exposing the ton-and-a-half load ready for removal to storage. The operator

of an electric lift truck then guides a special projection at the front end of the truck under the platform, raises the load slightly and at the same time lowers a clamp attachment on the truck which holds the load firmly between the platform and the clamp, permitting the load to be moved about safely and placed on permanent rests in its proper storage space. (The system is designed and patented by the Fisher Flouring Mills.)

Later, after the flour has been properly aged, it can be lifted and moved in the same manner for delivery to shipside at the dock or waiting motor truck. For car loading a full unit load is moved bodily into freight car and spotted where required.

An average platform load for the lift trucks is 15 barrels, or differently stated, thirty 98-lb. bags, or 1½ tons, regardless of the size of the sacks making up the load. The clamping device also is the mill's own development to steady the load.

Loading rail cars from the 2nd floor storage has been reduced to

a rather simple operation. The lift truck takes the platform load from the supports upon which it has been resting and carries it to the proper position close to the head of a chute. Here it is unloaded sack by sack and sent down the chute. The first section of the chute is a stationary one, but to it is hinged another section, which may be raised out of the way when not in use in order to give headroom. When this chute is lowered for car loading, an extension is attached to it which leads directly into the freight car, where it is hooked onto a car-loading table, which carries a large elbow and a set of (three) telescoping tables that may be pulled out so as to reach to the end of the car. The table is approximately 3 ft. wide by 5 ft. long when extended, and telescopes to 3 by 5 ft. When the one end of the car is loaded, the table is merely pushed together and turned around and the other end is loaded, after which the table is removed and the center of the car loaded.

The Fisher Flouring Mills have  
(Concluded on page 43)

THE "floating load" is a new solution to many diverse problems confronted in the shipping of a great variety of products. It is being used by the General Electric Co., Schenectady, N. Y., in the shipment of steel mill control panels, rectifiers, motors, generator sets, furnaces, and most other equipment weighing from 5000 lb. to 30,000 lb. loaded in box cars.

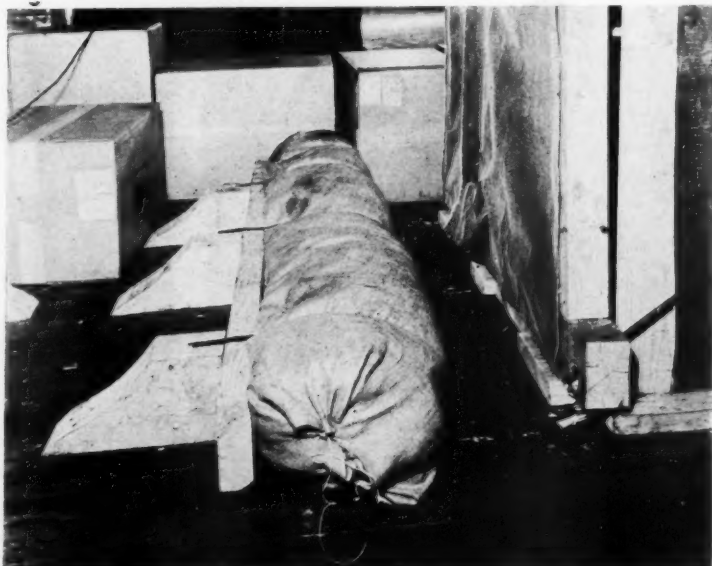
The primary object of the floating load is the elimination of shock to the apparatus, for when a fragile piece of apparatus is blocked solidly to the car floor, shock to the car is transferred to the apparatus. With the floating load method the apparatus is merely placed on the car floor, not fastened to it, and is held in position by 2 bumpers, one at either end, and by side braces which are nailed to the floor to keep the load from weaving sideways. Then when the car is subjected to shock the car is simply knocked out from under the load, and it is the railroad equipment rather than the apparatus that receives most of the shock.

The method of preparing the car for the floating load is as follows: Sufficient room is left in each end of the car so that when the cars are coupled together in making up trains, the load will have ample room to shift. An "excelsior cigarette" about 18 to 20 in. in diam-

## FLOATING LOADS

### *A Solution to Shipping Problems*

Floating load in box, showing bumper and retarders (spikes driven in floor of car).



eter, made of excelsior rolled into burlap, is placed in each end of the car to serve as a bumper. Faced with an impending shortage of burlap, paper or cloth may soon be substituted, for it is of little importance what material the excelsior is rolled in, so long as a cushion-like bumper is attained. Where the load is short and placed in the center of the car, the

(Concluded on page 98)



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# Make TIME SPACE LABOR Count

## "CONVEYORIZE" YOUR HANDLING WITH STANDARD EQUIPMENT!

Warehouse men know the importance of moving material and stock at low cost as well as using to advantage every foot of available storage space. Successful operators use Standard stationary and portable conveyors to reach spaces otherwise inaccessible — reversible pilers to carry merchandise to ceiling areas at low cost—long belt conveyors to serve as connecting units for carrying merchandise from stock room to shipping floors.

Installations of portable and stationary conveyors on docks provide means for loading and unloading cargoes of sacks and cased goods at low cost and at great savings of time.

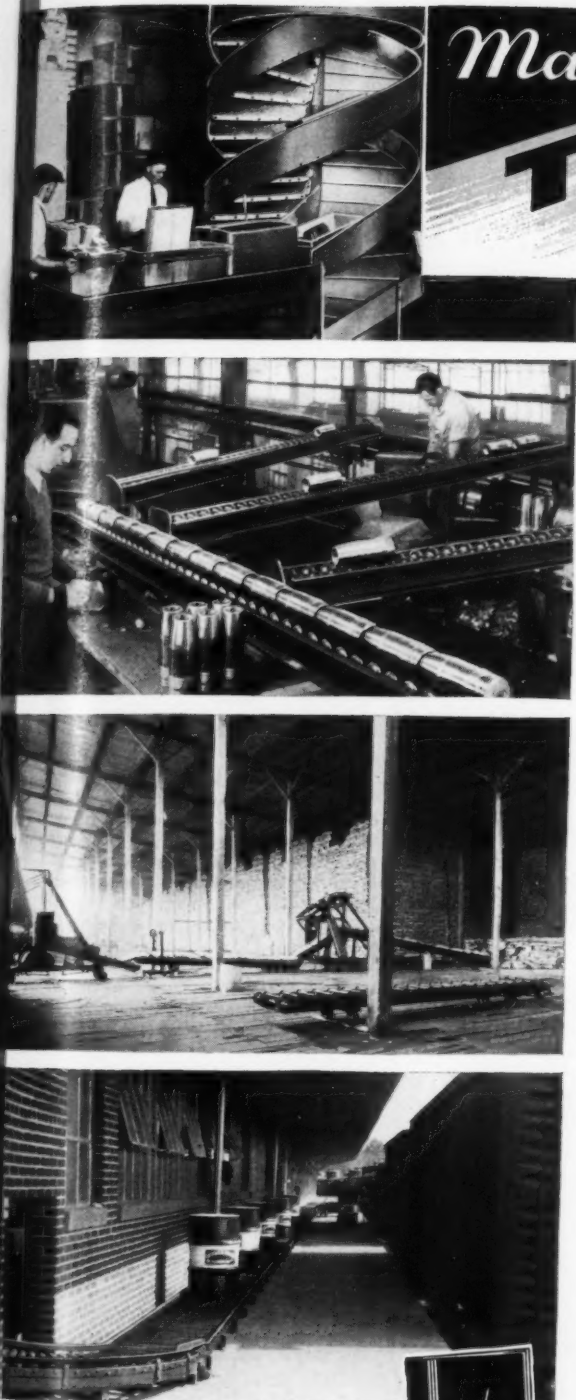
More than thirty-five years of experience in building conveyors to handle widely diversified types of commodities have enabled Standard Conveyor Company to develop more than 17 different types of conveying equipment for the continuous movement of merchandise—lifting, lowering, or carrying in horizontal planes—roller conveyors, spiral chutes, roller spirals, slides, vertical lifts, tiering machines, pilers, power and gravity conveyors of various types.

### STANDARD CONVEYOR COMPANY

North St. Paul, Minnesota

Sales and Service in Principal Cities

Consult Standard engineers on your handling problems—their experience usually results in a simple cost-saving solution. Send for Catalog DW-307.

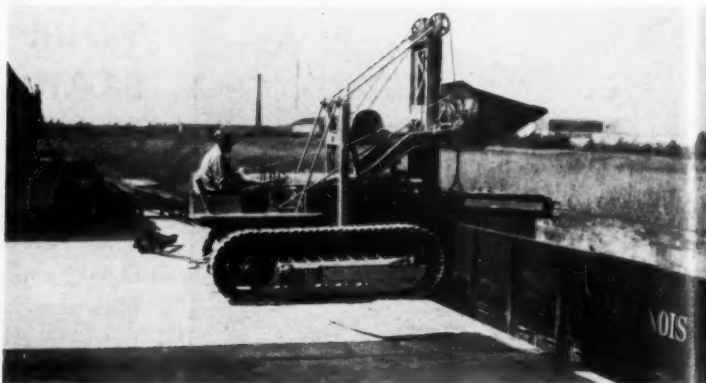


# The TRACTOR

## *Solves Problems of Outdoor Handling*

**T**HOSE materials handling problems confined to outside areas can often prove vexing and costly if attempted without the use of proper loading and unloading equipment. In foundries, brick plants, refineries, chemical plants, around smelters, railroad yards, docks, cement plants, shipyards, naval bases, ordnance and bomber plants, construction work on defense projects, army camps, and cantonments, are presented problems of handling—the pushing, pulling, hauling, and hoisting—of heavy, as well as loose, bulky materials. The handling of pole timber in concentrating yards and treating plants; unloading wood piles or structural steel from rail cars; supplying iron oxide for gas scrubbers; or handling nitrate fertilizer, all call for heavy-duty equipment.

A large scrap metal yard, obliged to fill a government order for some 75,000 tons of steel scrap



How a tractor unit with bucket attachment can be used as a crane for unloading structural steel from gondola cars.

in the form of old boilers was confronted with a difficult loading problem. The boilers, scattered over a large yard storage area, had to be lifted, moved to and loaded onto gondola cars spotted on the

company's siding. Although other equipment was at hand, speed was essential and a Trackson pipe layer, or tractor crane, was pressed into service, the single unit performing the entire operation of transporting and loading the heavy boilers, "saving hundreds of dollars and days of precious time." With the operating mechanism mounted on the side of the tractor opposite to that of the boom, the maximum lifting capacities of the unit were obtainable free from any interference.

### Bucket Type Units

In a large foundry, a similar tractor unit is used having a wide bucket for handling quantities of small castings as well as scrap iron, foundry sand, and other bulk materials, and for general clean-up work about the plant yard. These bucket-type units may not necessarily be limited in their use to the handling of material with the bucket. In one plant, aside from doing the work which requires the bucket attachment, this type of unit is used as a crane hoist for unloading structural steel from railroad cars at the plant's unloading platform. The unit may be coupled to trailers for moving materials to distant parts

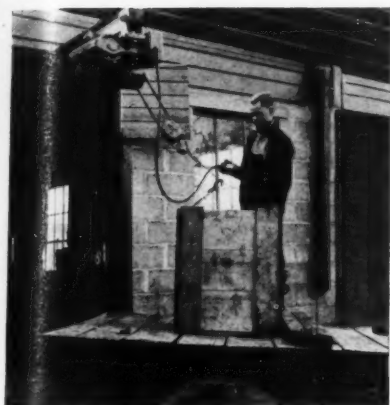
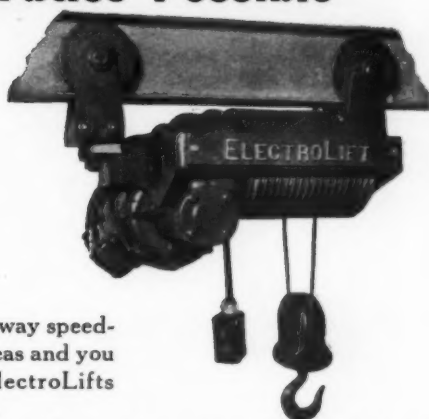


From boilers to bullets. Loading old boilers to fill a Government order for 75,000 tons of scrap.

# FAST, EASY Handling of Materials Helps Make Production Miracles Possible

## ELECTROLIFTS

Cut Time and Distance Between  
Plant Operations To a Minimum



**UNLOADING IS NO TRICK** when you have a Mono-Rail ElectroLift to speed materials into your plant to the point needed.

**TO FEED MATERIALS FAST** — an ElectroLift Hoist of this type is the answer. One simple operation replaces many time-consuming motions.



### Engineering Service

Because of the variety of speeds, capacities and hoists available to meet the most specialized industrial handling requirements, it will pay you to consult ElectroLift Engineers for the type of ElectroLift best suited to your particular needs. Call on this service any time.

Picture an express highway speeding traffic over congested areas and you have the idea of how ElectroLifts streamline plant production.

Built to operate with unusually close headroom, ElectroLifts take up no valuable space themselves . . . provide all of these advantages:

**SAVE TIME** — up to six tons of materials can be moved at once, over the most direct path to the point where needed, without waiting for, or delaying any other operation.

**SAVE SPACE** — no floor space need be kept open for the flow of materials, equipment can be packed in closer, no depots at machines must be maintained.

**RELEASE MAN-POWER** — one unskilled man can operate an ElectroLift and move tons of materials quickly, safely and easily. Skilled man-power is thus kept busy on actual production.

### A Quicker Lift for Every Load

There is an ElectroLift made to handle every type of factory load — big, small, liquid, solids, bulky, etc. Capacities of ElectroLifts range from 250 lbs. up to 12,000 lbs. with Trolley, Mono-Rail, Twin-Hook and B. M. Hoists available.

### Features of ElectroLifts that make them Outstanding in Production Work

**Exclusive Worm Drive Mechanism** . . . makes ElectroLifts quieter in operation, longer lasting, more compact and efficient.

**Totally Enclosed Motor** . . . designed especially for hoisting service.

**Large Diameter Drum** . . . grooved to prevent cable overlapping.

**Choice of Controls** . . . cord or push button control, remote control or completely automatic control may be had as desired.

### ELECTROLIFT, INC.

30 Church Street

New York, N. Y.





Handling small castings in a foundry yard.

of a plant yard, or it may serve as a car spotter when other equipment is not available. The flexibility of these tractor units, being independent of rails or roadways, permits their being moved around storage piles, in a large or small radius, according to the demands of storing and reclaiming operations.

Similar units have found favor around railroad repairshops and yards for handling scrap iron, bolsters, brake beams, couplers, journal bearings, car doors, car wheels, lumber, etc. Where formerly materials were moved from storage areas to shops by manual labor at considerable expense, this work is now done with a tractor crane at a saving of as much as 50 per cent or more; the material is being handled with greater speed and less human fatigue.

#### Lifting Magnet

Equipped with a lifting magnet, the tractor crane is also being used to great advantage for this type of work in railroad shops—for handling heavy loads of steel items, and is also found doing highly efficient work in numerous applications in mills, factories, foundries and other industrial plants. The use of the magnet is not necessarily confined to work in connection with tractor-crane applications, being found as auxiliary equipment also on larger crane units and other types of crane assemblies, where they lend themselves admirably to the handling of strip and sheet steel. Recent developments have produced magnets equipped with a hollow bottom plate filled with high temperature magnesium to permit the handling of hot material up to 1200 deg. F.



Lifting magnet suspended from overhead traveling crane handling 1,560 lbs. of car wheels.

Such operations may be continued steadily without the necessity of the magnet being spelled off on account of over-heating.

#### Collapsible Fuel Tanks for Fuel Problem

Collapsible fuel tanks of synthetic rubber that could transform railroad box cars, trucks and wooden barges into tank cars and

tankers to carry gasoline have been made experimentally, according to Glenn L. Martin, aircraft manufacturer. These are an adaptation from the self-sealing or bullet-proof gasoline tanks for airplanes.

These tanks, called "Mareng" could be rolled up into compact packages and expressed back with the railroad car, truck or barge, since they are of rubber and collapsible. Freight could be carried in their place on the return trip.

According to Mr. Martin, these self-sealing collapsible tanks are expected to make available immediately a vast amount of carrying space for fuel.

No critical materials are needed, since they can be packed in box cars with wood alone for partitioning the loads.

The Pennsylvania Railroad plans soon to conduct tests with these "cells" in a box car which will be fitted out for the purpose at its shops.

Use of these "cells" or tanks in wooden barges has been suggested by Ernest Holsborn, director of intercoastal shipping.

#### 200 Central Dispatching Centers

There will probably be 200 central dispatching centers established in the entire country for the pooling of motor truck equipment in the handling of freight, all in accordance with the aims and purposes expressed by Director Eastman of the O. D. T., as defined in general O. D. T. orders No. 3, 4 and 5.

Central dispatching offices are to be controlled by their own boards of governors, and complete reciprocity between the States similar to that in effect by tariff publishing bureaus throughout the United States will be the rule.

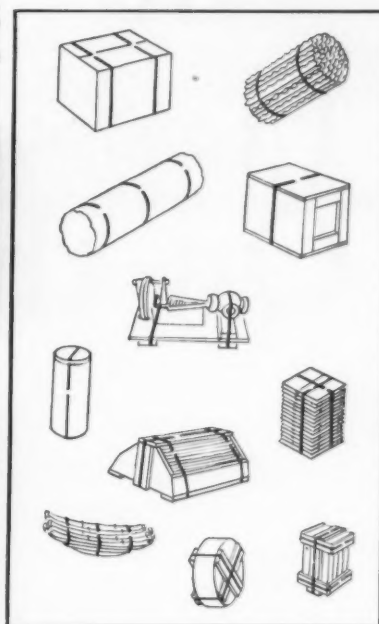
Four States and 20 cities were represented at the special meeting on May 23 of the warehouse and transfermen of the Southwest Region at the Rice Hotel, Houston. A committee was appointed to formulate a uniform plan for dispatching offices for operating under the O. D. T. rulings 3, 4 and 5. R. E. Abernathy, Dallas, was made chairman of the committee, which consisted of Chester Bradley, Dallas; Lou Abbott, Fort Worth; Jack Dalton, Albuquerque, N. M.; F. R. Miller, Oklahoma City; James Wilson, Abilene; and Dan Dalberg, Houston. Chairman Abernathy designated B. Frank Johnson, Houston Freight Carriers' Assn., Houston, and Lou Abbott, as a sub-committee to work with legal counsel in the perfection of a master plan or pattern to be used by localities to set up dispatching offices.



# Acme Steelstrappers SPEED STRAPPING APPLICATION



In the plant of a nationally known food producer, Acme Steelstrappers enable the shipping department to keep up with fast-moving conveyor lines. Acme No. 2 Coil Trays suspended from the ceiling assure efficient use of Steelstrap and keep it within easy reach.



Thousands of products, important to the war effort, packed in all types of containers, are speeded to destinations safely and economically with Acme Steelstrap and equipment.

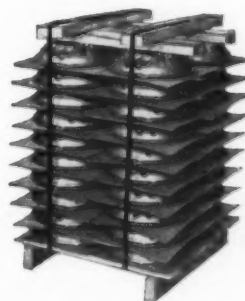


**THEY'RE** the speed champions of strapping tools! One-piece Acme Steelstrappers... magazine seal fed... tension, seal and cut the strap with a single stroke of two levers. **RESULT:** the fastest application of strap ever known! For instance, in one plant under ideal handling conditions, one workman straps 183 cases every hour . . . 366 straps applied every 60 minutes! To make a fast job even faster, there is a complete line of handy Acme accessories.

Acme Steelstrap which meets all Federal Strapping Specifications provides easy handling, space saving and maximum loading . . . assures fast, safe and economical arrival of all types of war products. If you have a Government contract, you will find Acme representatives prepared to help you with your strapping problems . . . to aid you with suggestions to speed up your war shipments. A fact-crammed, illustrated booklet is yours for the asking. Write for your copy of the Acme Process News.

## STEELSTRAPPED SKIDS

- SAVE TIME • SAVE MONEY
- SAVE SPACE



Acme Steelstrapped Skids cut unloading and plant distribution time to a minimum.

☐ Send complete information on fast, safe and economical shipments of Victory products.

☐ Mail me a copy of Acme Process News.

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AND OTHER STEEL PRODUCTS.



# The Handwriting On the Wall . . .

## Is Standardization of Materials Handling Types and Nomenclature Necessary?

By MATTHEW W. POTTS  
Materials Handling Editor

OVER a period of 20 yrs. devoted to the study of materials handling methods and equipment, it has been the writer's opinion that a definite need existed for the standardization of both nomenclature and engineering specifications in materials handling equipment. These views were at variance with those of some manufacturers who felt that they must build equipment to the customer's specifications and with those of some of the equipment users who believed that they must have tailor-made jobs.

These differences of opinion presented a challenge which has been the guiding spirit of the author's study and of his teaching, whether by word of mouth or through the printed word. A treatment of the principles of materials handling in its entirety, with the outlook always toward eventual standardization.

In an effort to prove or disprove the value of or the necessity for standardization, the publishers of *DandW* were asked early this year if they would be willing to attempt the publication of a tabulation of specifications, which they agreed to do if the manufacturers would supply the necessary figures. A 12-page questionnaire was prepared and sent to all known manufacturers of materials handling equipment, 13.4 per cent of whom filled out those portions pertaining to the equipment they manufacture, whose specifications appear elsewhere in this issue. Their cooperation is hereby acknowledged with thanks.

Many declined on the basis that they could not devote the necessary time to the questionnaire and sent their catalogs instead, but the publishers could not delay the issue long enough to include all in this category and, therefore, elected to include none.

Others claimed that the questionnaire did not adequately cover all of the necessary or important specifications of their particular types of equipment; that their understanding of or answers to some of the questions might be different than those of their competitors, thereby making an unfavorable comparison; while some flatly refused to permit comparison and one made the accusation that the publication of such information would be of value to the enemy.

While there can probably be no question as to the value of some of the tabulations, it is admitted that others among them could be improved and both the author and the publishers will welcome the constructive criticism and suggestions for changes and additions in future similar compilations from both the equipment manufacturers and the users of their equipment.

Your particular attention is invited to the nomenclature applied by the contributing manufacturers to similar equipment as listed in a separate tabulation for the dual purpose of serving the reader who may be accustomed to referring to it as such and to prove the necessity for standardization in this direction. This reminds the writer of a number of inquiries from the readers of this publication who have been confused by the nomenclature applied to some equipment and have found it difficult because of this confusion to make their comparisons or to differentiate between similar types. If the manufacturers will get together on this one point, they will reduce their sales resistance and pave the way for future standardization.

At the present time most of the equipment manufacturers have so many unfilled orders on hand that there is a tendency on the part of some of them to feel that it is unnecessary for them to devote any thought or effort to the future. In the Army, Navy, Marine Corps and the Air Force, literally hundreds of thousands of men have for the first time come in contact with modern materials handling methods and the opinions they form now will have a definite bearing on the future of the industry as a whole.

Actual field contacts made by the writer since becoming associated with the War Department have unfortunately revealed incidents that indicate either a lack of knowledge on the part of the equipment salesmen or their desire to make a sale whether or not their equipment fits the particular job. No reputable manufacturer would knowingly condone the sale of a conveyor for a job which is fundamentally a lift-truck installation; nor the sale of a lift-truck for a job that should be done by a conveyor; but these mistakes are being made, have been seen by the author and can best be corrected by the manufacturers themselves for the future benefit of their entire industry. If they had long ago adopted the policy of selling the idea of materials handling as a function, they would have avoided these errors and their resultant damage to the industry. Now that they are oversold, if they will quickly correct these shortcomings they have a golden opportunity to do a real selling job on an educational, rather than on an equipment basis.

The users of materials handling equipment are cautioned against judging the entire equipment manufacturing industry by the innocent or unintentional mistakes previously outlined and both they and the equipment manufacturers are invited to use the editorial columns of *DandW* for the free exchange of constructive criticisms or the publication of suggestions and ideas for the mutual good.



Fig. 90-24XX

Nutting makes every size and style of 2-wheel trucks, in wood or steel, strong axles, pressure-lubricated roller bearing wheels. Balanced just right for easy handling.



Fig. 65 — No. 14BHX

Popular heavy duty Stevedore truck. Extra strong construction, easy balance, large pressure-lubricated roller bearing wheels.



Fig. 813  
Furniture Truck  
One man easily handles tables, cabinets, davenports. Carpet covered. Ask for special folder.

# Nutting

## FLOOR TRUCKS WHEELS=CASTERS

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When the minutes are precious — when every unit *must* stand up to the strains of rush production — then is when Nutting quality and time-proven dependability show up the strongest! In thousands of plants Nutting Trucks are doing their part to meet or beat production schedules. "Nutting" is better! Completed trucks can be furnished on A-9 Priority or better, for all requirements essential for the War effort. Rubber tires are available only under WPB regulations.



RK Wheel With Hub Guard  
Keeps grease in and dirt out—prevents damage to clothes or merchandise.



Fig. 550 Swivel Caster  
Nutting makes Semi-Steel and Rubber Tired Casters of every size and type.



Fig. 136 Non-Tilting Bar Handle Truck  
Capacity 2500-3000 lbs. A proven veteran for all-around service. Pressure-lubricated roller bearing wheels, heavy duty rubber tires. Range of sizes.



Fig. 456 Steel Frame Bar Handle Truck  
Capacity 3000-4000 lbs. This truck has brute strength and endurance for heavy duty, yet handles easily. Pressure-lubricated roller bearing wheels, rubber tires optional.

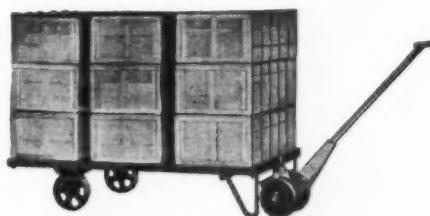


Fig. 419 Jack—Fig. 421 Live Skid  
Provides low-cost storage for merchandise that must be quickly moved at any time. Many advantages—compare before you buy.

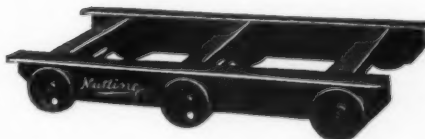


Fig. 383 Steel Dolly  
Balance Type heavy angle steel welded frame. Semi-Steel or rubber tired wheels. One of many types with capacities up to 10,000 lbs.

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# KEY TO MATERIALS HANDLING EQUIPMENT

Here are the specifications you have asked for and which you have been anxiously awaiting. Their compilation from our 12-page questionnaire delayed the issue slightly but we feel that the results are well worth the effort of the equipment manufacturers from whom the information came direct to us. Some of their questionnaires are still arriving as this last form is prepared for the press, but unfortunately they are too late to be included.

There are 6 major divisions and 35 sub-divisions as indicated next below and while we have attempted an alphabetical arrangement of the tables and their sub-divisions there are deviations necessitated by the mechanical limitations of the printed page.

Every care has been exercised in this compilation but Publishers cannot accept the responsibility for errors of omission or commission.

**CHUTES—Spiral and Straight—Page 44.**

**CONVEYORS and ELEVATORS—Pages 32-36 incl.**

Apron, Belt, Chain Belt, Drag, Gravity, Live Roller, Pneumatic, Push Bar, Trolley and Wood Platform Conveyors. Arm, Finger, Bucket and Stationary Elevators.

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**TRACTORS and TRAILERS (Industrial)—Pages 54-57 incl.**

Crawler, 4-Wheel and 3-Wheel Tractors. Trailers.

To facilitate your locating equipment by type names, if you prefer that method, the following list indicates the page number on which any given item may be located in the specifications tables. On the opposite page will be found another list identifying the "Trade Names" under which all specifications are listed.

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## TRADE NAMES

(Advertisers in Bold Face Type)

ACE—Farquhar Co., Limited, A. B., York, Pa.	KAR KIT—Clark Tractor, Battle Creek, Mich.
ALVEY—Alvey Conveyor Mfg. Co., St. Louis, Mo.	KEEN—Keen Mfg. Corp., Flat Rock, Mich.
AMCO—Alvey Conveyor Mfg. Co., St. Louis, Mo.	KEWANEE—Kewanee Machy. & Conv. Co., Kewanee, Ill.
AUTOMATIC—Automatic Transportation Co., Chicago, Ill.	KILROY—Kilroy Co., Louisville, Ky.
AUXILIARY—De Boer Mfg. Co., Syracuse, N. Y.	KRANE KAR—Silent Hoist Winch & Crane Co., Bklyn., N. Y.
BAKER—Baker-Raulang Co., Cleveland, Ohio	KRANE KRAWLER—Silent Hoist Winch & Crane Co., Bklyn., N. Y.
BALANCE—Self-Lifting Piano Truck Co., Findlay, Ohio	LEWIS-SHEPARD—Lewis-Shepard Corp., Watertown, Mass.
BANTY—Mercury Mfg. Co., Chicago, Ill.	LO-HED—American Engineering Co., Philadelphia, Pa.
BARL DRAIN—Des Moines Fdry. & Mach. Co., Des Moines, Iowa	LOUDEN—Louden Machy. Co., Fairfield, Iowa
BARL MOVR—Des Moines Fdry. & Mach. Co., Des Moines, Iowa	LYON—Lyon-Raymond Corp., Greene, N. Y.
BARL STAND—Des Moines Fdry. & Mach. Co., Des Moines, Iowa	MASONITE—Lewis Co., G. B., Watertown, Wisc.
BAY CITY—Bay City Shovels, Inc., Bay City, Mich.	MERCURY—Mercury Mfg. Co., Chicago, Ill.
BILGER—Self-Lifting Piano Tk. Co., Findlay, Ohio	METZGAR—Metzgar Co., Grand Rapids, Mich.
BRADNEY—Bradney Machine Co., Middletown, N. Y.	MOBILIFT—Vaughan Motor Co., Portland, Ore.
BRADY—Brady Conveyors Corp., Chicago, Ill.	NEWSPRINT—Self-Lifting Piano Tk. Co., Findlay, Ohio
BUCYRUS-ERIE—Bucyrus-Erie Co., So. Milwaukee, Wisc.	NORMAN—Norman, Wm. A., Chicago, Ill.
BUSCHMAN—Buschman Co., E. W., Cincinnati, Ohio	NOVO—Novo Engine Co., Lansing, Mich.
C.S.I.—Conveyor Systems, Inc., Chicago, Ill.	NUTTING—Nutting Truck & Caster Co., Faribault, Minn.
CARLOADER—Clark Tractor, Battle Creek, Mich.	PARIS—Paris Fdry. & Mchy. Wks., Paris, Ill.
CASE—Case Co., J. I., Racine, Wisc.	PEERLESS—Harrington Co., Philadelphia, Pa.
CEDAR RAPIDS—Iowa Mfg. Co., Cedar Rapids, Iowa	PEERLESS—Self-Lifting Piano Tk. Co., Findlay, Ohio
CLARK (Ill.)—All Steel Welded Tk. Corp., Rockford, Ill.	PIONEER—Pioneer Engineering Wks., Minneapolis, Minn.
CLARK (Mich.)—Clark Tractor, Battle Creek, Mich.	PONY EXPRESS—Rocky Mountain Steel Products, Los Angeles, Calif.
CLARK ROPEVEYOR—Clark Tractor, Battle Creek, Mich.	PORTA-CRANE—Diamond Iron Wks., Minneapolis, Minn.
CLARK TWINVEYOR—Clark Tractor, Battle Creek, Mich.	PORTA DRAG—Farquhar Co., Limited, A. B., York, Pa.
CLARKAT—Clark Tractor, Battle Creek, Mich.	PORTA FREIGHT—Farquhar Co., Limited, A. B., York, Pa.
CLARKTOR—Clark Tractor, Battle Creek, Mich.	PORTA SECTIONAL—Farquhar Co., Limited, A. B., York, Pa.
CLETRAC—Cleveland Tractor Co., Cleveland, Ohio	PORTA TROUGH—Farquhar Co., Limited, A. B., York, Pa.
CLIPPER—Clark Tractor, Battle Creek, Mich.	PORTA UCU—Farquhar Co., Limited, A. B., York, Pa.
COFFING—Coffing Hoist Co., Danville, Ill.	QUIK-LIFT—Coffing Hoist Co., Danville, Ill.
COLSON—Colson Corp., Elyria, Ohio	QUIKLIFT—Lewis-Shepard Corp., Watertown, Mass.
CONCO—Conco Engineering Wks., Mendota, Ill.	RAPIDS—Rapids-Standard Co., Grand Rapids, Mich.
CRESCENT—Crescent Truck Co., Lebanon, Pa.	RAPIDWHEEL—Rapids-Standard Co., Grand Rapids, Mich.
CUM ALONG—Harrington Co., Philadelphia, Pa.	REBSTOCK—Rebstock Conveyor Co., St. Louis, Mo.
D. H. & M.—Detroit Hoist & Mach. Co., Detroit, Mich.	REDILIFT—Lewis-Shepard Corp., Watertown, Mass.
DE BOER—De Boer Mfg. Co., Syracuse, N. Y.	SAFETY-PULL—Coffing Hoist Co., Danville, Ill.
DIAMOND—Diamond Iron Wks., Minneapolis, Minn.	SAF-T-LIFT—Self-Lifting Piano Tk. Co., Findlay, Ohio
DO-ALL—Keen Mfg. Corp., Flat Rock, Mich.	SCHMIDGALL—Schmidgall Mfg. Co., Peoria, Ill.
DOMESTIC—Domestic Engine & Pump Co., Shippensburg, Pa.	SEDGWICK—Sedgwick Machine Works, New York, N. Y.
DRACCO—Dracco Corp., Cleveland, Ohio	SERVE-ALL—Lewis Co., G. B., Watertown, Wisc.
E W C—Electric Wheel Co., Quincy, Ill.	SHAMROCK—Meese, Inc., Madison, Ind.
EASTON—Easton Car & Constr. Co., Easton, Pa.	SHOP LIFTER—Economy Engineering Co., Chicago, Ill.
ECONOMY—Economy Engineering Co., Chicago, Ill.	SHOP MULE—Hebard & Co., W. F., Chicago, Ill.
ELECTRO LIFT—Electro Lift, Inc., New York, N. Y.	SILENT HOIST—Silent Hoist Winch & Crane Co., Bklyn., N. Y.
ELECTRIC TUG—Mercury Mfg. Co., Chicago, Ill.	SPEEDLIFT—Lewis-Shepard Corp., Watertown, Mass.
ELWELL-PARKER—Elwell-Parker Elec. Co., Cleveland, Ohio	STANDARD—Standard Conveyor Co., No. St. Paul, Minn.
ENERGY—Energy Elevator Co., Philadelphia, Pa.	STARLINE—Starline, Inc., Harvard, Ill.
EUCLID—Euclid Crane & Hoist Co., Euclid, Ohio	STEVE KRANE—Silent Hoist Winch & Crane Co., Bklyn., N. Y.
FEATHER WEIGHT—Self-Lifting Piano Tk. Co., Findlay, Ohio	SULLIVAN—Sullivan Machy. Co., Claremont, N. H.
FEATHERWEIGHT FREIGHT—Farquhar Co., Limited, A. B., York, Pa.	SUPER HUSKIE—Mercury Mfg. Co., Chicago, Ill.
FILCO EASY-RIDE—Filter Paper Co., Chicago, Ill.	SWEENEY—Sweeney Co., Joe P., Nashville, Tenn.
FLOORVEYOR—Rapids-Standard Co., Grand Rapids, Mich.	TITAN—Detroit Hoist & Mach. Co., Detroit, Mich.
FRANCIS—Francis Co., Chas. E., Rushville, Ind.	TOWMOTOR—Towmotor, Inc., Cleveland, Ohio
GENERAL—General Conveyor Co., Long Island City, N. Y.	TRACKSON—Trackson Co., Milwaukee, Wisc.
GREYHOUND—Farquhar Co., Limited, A. B., York, Pa.	TRIMMER—Farquhar Co., Limited, A. B., York, Pa.
HANDY DIFF—Harrington Co., Philadelphia, Pa.	TRUCLIFT—Clark Tractor, Battle Creek, Mich.
HANSON—Hanson Clutch & Machy. Co., Tiffin, Ohio	UNITRACTOR—Eaglesfield, R. D., Indianapolis, Ind.
HARRINGTON—Harrington Co., Philadelphia, Pa.	UTILITRUC—Clark Tractor, Battle Creek, Mich.
HASLETT—Haslett Chute & Conveyor Co., Oaks, Pa.	VICTORY—Keen Mfg. Corp., Flat Rock, Mich.
HUSKIE—Mercury Mfg. Co., Chicago, Ill.	VOL-U-METER—Vol-U-Meter Co., Buffalo, N. Y.
IMPROVED—Harrington Co., Philadelphia, Pa.	W & K—Whitehead & Kales Co., Detroit, Mich.
INTERNATIONAL—International Harvester Co., Chicago, Ill.	WALL—Harrington Co., Philadelphia, Pa.
IRELAND—Ireland Mach. & Fdry. Co., Norwich, N. Y.	WHEEL-EZY—Rapids-Standard Co., Grand Rapids, Mich.
JACKLIFT—Lewis-Shepard Corp., Watertown, Mass.	YALE—Yale & Towne Mfg. Co., Philadelphia, Pa.
JEFFREY—Jeffrey Mfg. Co., Columbus, Ohio	YEATS—Yeats Appliance Dolly Co., Long Beach, Calif.

## CONVEYORS, APRON

TRADE NAME AND TYPES	Model Name or Number	Materials Handled	Types		Speed in Feet per Minute	Dimensions Custom Built Models				Portable Models or Standard Sizes				Direction of Travel			Recommended	
			Fixed	Portable		Width (inches)	Length (feet)	Height of Lift	Width (inches)	Length (feet)	Height of Lift	Inclined	Horizontal	Vertical	Combination			
																Gravity		Power
AMCO—Apron		✓	✓	✓	Varies									✓			✓	Regular Guards
BRADY—Apron		✓	✓	✓	Varies									✓			✓	Regular Guards
BUSCHMAN—Wood or Steel Slats		✓	✓	✓	Varies	18	All built to 1000	to suit						✓	✓		✓	Regular Guards
C. S. I.—Apron		✓	✓	✓	31.7		2	5'	8'					✓	✓		✓	Regular Guards
DIAMOND—Apron Feeders	24	✓	✓	✓	31.7		2½	5'	8'					✓	✓		✓	Regular Guards
Apron Feeders	30	✓	✓	✓	31.7		3	5'	8'					✓	✓		✓	Regular Guards
Apron Feeders	36	✓	✓	✓	31.7		3½	5'	9'					✓	✓		✓	Regular Guards
Apron Feeders	42	✓	✓	✓	31.7		4	5'	9'					✓	✓		✓	Regular Guards
Apron Feeders	48	✓	✓	✓	31.7		All built to 60	to suit						✓	✓		✓	Regular Guards
GENERAL—Apron		✓	✓	✓	Varies	18	All built to 1000	to suit						✓	✓		✓	Regular Guards
HASLETT—Slat			✓	✓	Varies									✓	✓		✓	Regular Guards
JEFFREY—Steel Slats		Non-sticky coarse material	✓	✓	Varies	18	All built to 1000	to suit						✓	✓		✓	Regular Guards
Wood Slats			✓	✓	Varies	18	All built to 1000	to suit						✓	✓		✓	Regular Guards
KILROY—Apron		✓	✓	✓	Varies									✓	✓		✓	Regular Guards
REBROCK—Apron		✓	✓	✓	Varies									✓	✓		✓	Regular Guards
STANDARD—Apron	Custom Built	✓	✓	✓	Varies									✓	✓		✓	Regular Guards
																		Elec. Eye Limit Switch

For Names and Addresses of Manufacturers, see page 31.

## CONVEYORS, BELT

ACE—Belt.	334	Coal, Coke	✓	✓	✓	200 Varies	18	18	20	60	6'	30'	18	15	20	60	6'	30'	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
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## CONVEYORS, CHAIN BELT

**For Names and Addresses of Manufacturers, see page 31.**

## CONVEYORS, DRAG

[illegible]

## CONVEYORS, GRAVITY

TRADE NAME AND TYPES	Model Name or Number	Materials Handled	Types		Speed in Feet per Minute	Dimensions Custom Built Models				Dimensions Portable Models or Standard Sizes				Direction of Travel			Recommended																																																																																																																																																																																																																																																																																																																																																																																																														
			Fixed	Portable		Width (inches)	Length (feet)		Height of Lift		Width (inches)	Length (feet)		Height of Lift	Inclined	Horizontal	Vertical	Combination	Motive Power	Types of Safety Devices																																																																																																																																																																																																																																																																																																																																																																																																											
							Gravity	Power	Minimum	Maximum		Minimum	Maximum								Minimum	Maximum	Minimum	Maximum	Minimum	Maximum																																																																																																																																																																																																																																																																																																																																																																																																					
AMCO—Wheel and Roller	Roll—or Wheel	Bulk	✓	✓	Varies	10	48	Any	3	Any	Any	12	10	10'	lgths.	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	Declined	

For Names and Addresses of Manufacturers, see page 31.

## CONVEYORS, LIVE ROLLER

AMCO—Live Roller			✓	✓	Varies	12	48	15	250	6'				✓	✓	✓	✓	✓	Regular Guards
BUSCHMAN—Live Roller			✓	✓	Varies	12	48	15	250	6'				✓	✓	✓	✓	✓	Regular Guards
CLARK TWINVEYOR	Twin		✓	✓	Varies	12	48	15	250	6'				✓	✓	✓	✓	✓	Regular Guards
KAR KIT—Screw Type	KK		✓	✓	Varies	12	48	15	250	6'				✓	✓	✓	✓	✓	Regular Guards
STANDARD—Live Roller	Custom Built		✓	✓	Varies	12	48	15	250	6'				✓	✓	✓	✓	✓	Regular Guards

When writing the manufacturers for illustrated catalogs, please mention D and W.

## CONVEYORS, PNEUMATIC

BRADY—Pneumatic Materials		Grains, Chemicals, Coal	✓	✓	Varies	All	built	to suit	to suit	to suit				✓	✓	✓	✓	✓	Elec., Diesel, Gas
DRACCO—Pneumatic Materials		Lime, Soda Ash, etc.	✓	✓	Varies	Various sizes	built	to suit	to suit	to suit				✓	✓	✓	✓	✓	Elec., Diesel, Gas
GENERAL—Pneumatic Materials			✓	✓	Varies	Various sizes	built	to suit	to suit	to suit				✓	✓	✓	✓	✓	Elec., Diesel, Gas
STANDARD—Pneumatic Materials			✓	✓	Varies	Various sizes	built	to suit	to suit	to suit				✓	✓	✓	✓	✓	Elec., Diesel, Gas
AMCO—Push Bar			✓	✓	Varies	All	built	to suit	to suit	to suit				✓	✓	✓	✓	✓	Regular

## CONVEYORS, PUSH BAR



CONVEYORS. PUSH BACK

	GENERAL—Pneumatic Message STANDARD —Transmittable Messages	Aids, etc.	Variations	All built	to exit	various distances	Daily	Elec.
AMCO—Push Bar	✓		Varies	All built	to suit			Regular Guards
BRAVY—Push Bar	✓		Varies	42	100	50'		Elec.
BUSCHMAN—Push Bar	✓		Varies	All built	to suit			Elec.
C. S. I.—Push Bar	✓		Varies	All built	to suit			Elec.
GENERAL—Push Bar	✓		Varies	All built	to suit			
HASLETT—Push Bar	✓		Varies	All built	to suit			
RESTOCK—Push Bar	✓		Varies	All built	to suit			
STANDARD—Push Bar	✓	Custom Built	Varies	All built	to suit	All built	suit	Elec., Gas Limit Switch

## CONVEYORS, TROLLEY

[illegible]

## CONVEYORS, WOOD PLATFORM

BRADY—Wood Platform	✓	Varies	24	All 48	built 50	to 100	suit 20		✓	Elec. Elec.
BUSCHMAN—Wood Platform	✓	✓							✓	
C. S. I.—Wood Platform	✓	✓	✓						✓	✓
GENERAL—Wood Platform	✓	✓		All built	built to	suit to				
REBSTOCK—Wood Platform	✓	✓	Varies	All built	built to	suit to				
STANDARD—Wood Platform	✓	✓	Varies	All built	built to	suit to	All built	to suit	✓	Elec. Eye Limit Switch Gas

**For Names and Addresses of Manufacturers, see page 31.**

## ELEVATORS, ARM & FINGER

AMCO—Arm Type.		✓	✓	Varies	24	54	12	100	12'	100'	66	10	16'	40'	✓	Elec.	Regular Guards
BRADNEY—Lumber Piler	Boards		✓	✓	Varies	20-30									✓ <td>Gas or Elec.</td> <td></td>	Gas or Elec.	
BUSCHMAN—Arm and Finger.		✓	✓	✓	Varies	24	54	12	100	12'	100'				✓ <td>Elec.</td> <td></td>	Elec.	
C. S. I.—Arm Type		✓	✓	✓		All built	All built	to suit	to suit	to suit					✓ <td>Elec.</td> <td></td>	Elec.	
GENERAL—Arm and Finger		✓	✓	✓	Varies	All built	All built	to suit	to suit	to suit					✓ <td>Elec.</td> <td></td>	Elec.	
REBSTOCK—Arm and Finger		✓	✓	✓	Varies	All built	All built	to suit	to suit	to suit					✓ <td>Elec., Gas</td> <td>Elec. Eye Limit Switch</td>	Elec., Gas	Elec. Eye Limit Switch
STANDARD—Arm and Finger.	Custom Built	✓	✓	✓		All built	All built	to suit	to suit	to suit	All built	to suit	to suit	✓	✓ <td>Elec., Gas</td> <td>Elec. Eye Limit Switch</td>	Elec., Gas	Elec. Eye Limit Switch

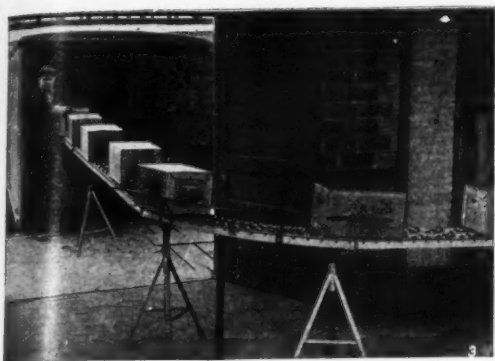
## ELEVATORS, BUCKET

ELEVATORS, BUCKET

TRADE NAME AND TYPES	Model Name or Number	Materials Handled		Types		Speed in Feet per Minute	Dimensions Custom Built Models				Portable Models or Standard Sizes						Direction of Travel			Recommended						
							Width (inches)		Length (feet)		Height of Lift		Width (inches)		Length (feet)							Height of Lift				
		Bulk	Packaged	Fixed	Portable		Gravity	Gravity	Power	Power	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Inclined	Horizontal	Vertical	Combination	Motive Power	Types of Safety Devices		
AMCO—Bucket		✓					Varies	All	built to	10'	100'								✓	✓	✓	Elec.	Regular Guards	Types of Safety Devices		
BRADY—Bucket		Coal, Grain, Chemicals		✓			Varies												✓	✓	✓	Elec.	Regular Guards			
BUSCHMAN—Bucket	Plain or Roller Bearing	✓		✓			Varies												✓	✓	✓	Elec.	Regular Guards			
CEDAR RAPIDS—Bucket		Rock, Gravel			✓		165															✓	✓		✓	Elec.
DIAMOND—Rigid Bucket		Sand, Gravel, Stone, Cinders		✓		140–160																✓	✓	✓	Gas, Elec., Diesel	Shear Pin
Folding Bucket		Sand, Gravel, Stone, Cinders		✓		140–160																✓	✓	✓	Gas, Elec., Gas	Gear and Chain Guards
GENERAL—Bucket	GENERAL—Bucket. JEFFREY—Bucket. KILROY—Bucket.	✓		✓		Varies	All	built to	suit													✓	✓	✓	Elec., Gas	Gear and Chain Guards
JEFFREY—Bucket		✓		✓		Varies																				
KILROY—Bucket		✓		✓		Varies	All	built to	suit																	

## ELEVATORS, STATIONARY

[illegible]

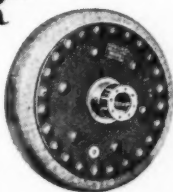


## "It Travels Smoother on a METZGAR"

Time! That is the element uppermost in moving goods in this year of stupendous war effort.

Metzgar Wheel Conveyors make materials handling easier, faster and cheaper at a great saving in man power. They're the product of engineering skill that meets all requirements better than other similar types.

And any problem of gravity conveyors can be solved by us if we have the full data.



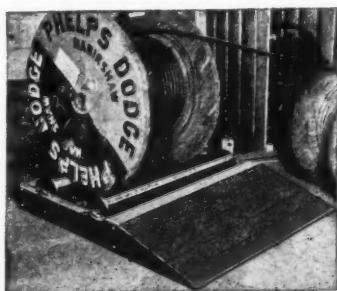
Heavy Duty End-Wood Wheels made in all sizes from 6" to 20" and in faces from 1" to 5".  
Alumite lubrication.  
Available with plain End-Wood Bearings, Hyatt Roller Bearings, Ball Bearings or prepared to receive or equipped with any type of anti-friction bearings desired.



End-Wood Wheel Casters taking wheels 2 1/2" to 10" inclusive. Rigid and swivel. Different types to meet all industrial requirements.

Reel Dollies for handling coils of wire and cable 24" to 36" wide reels. Do away with jacks and blocks. \$45 F.O.B. Grand Rapids, Mich.

## Reel Dollies



# METZGAR

## Gravity Wheel and Roller CONVEYORS

wheels and casters have proved their adaptability for many diversified applications. Send us your data and let us show you how you can speed up your materials handling at a saving. Ask for literature.

## METZGAR COMPANY

DEPARTMENT D  
GRAND RAPIDS, MICHIGAN, U.S.A.

☒ Aluminum

☒ Rubber

☒ Tin

☒ Steel

☒ Copper

☒ **MEN**

**Relieve  
the Most  
Critical Shortage  
of all-**



## Multiply Manpower!

A Shipping Executive writes: "A new, tough, wartime job recently compelled our buying still another Elwell-Parker—we have standardized on them for years and know what they can do for us."

"The job was unusual: transporting heavy bagged material over a long haul into another building."

"Gondola cars were too roundabout, too badly needed by the Roads. Manual trucking was 'out' too—we wouldn't have had enough floor space even for men to stand, let alone work. Besides we had to *Multiply Manpower*, not scatter nor waste it."

"Our new Elwell-Parker is handling the material at even lower cost than before—because many replacement parts are interchangeable. We need only a comparatively small stock of parts, even for our whole fleet."

You can *Multiply Manpower* with profit. An Elwell-Parker and one operator can transport bigger loads faster and more safely than many hand laborers can — will release men already trained in your Warehouse or Plant, for useful jobs now going begging in your other Departments.

The Elwell-Parker Electric Company, 4110 St. Clair Avenue, Cleveland, Ohio.

**ELWELL-PARKER Power Industrial TRUCKS**

ESTABLISHED 1897 • BUILDING POWER INDUSTRIAL TRUCKS SINCE 1908

## LIFT JACKS

TRADE NAMES TYPES MODEL, NAME OR NUMBER	WHEELS						Overall Dimensions			Capacity (lbs.)	Weight (lbs.)	LIFT				FOR USE WITH																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	Number		Face (inches)		Diameter (inches)		Tread					Steer			Length (inches)	Width (inches)	Height (Normal) (inches)	Manual	Mechanical	Pallets	Skids																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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## SPECIAL HAND LIFTS

BILGER—Window Hoists																		
566																		
BRADNEY—Portable Cranes																		
300																		
PEERLESS—Beef Hoists																		
203																		
SAF-T-LIFT—Hand Fork Trucks																		
204																		
SHOP LIFTER—Die Handlers																		
D																		
VOL-U-METER—Drum Elevators																		

## TIERING MACHINES (HAND)

ECONOMY LIFTER—Portable Elevators																		
JC																		
CA																		
LU																		
SU																		
STANDARD—Portable Elevators																		
Various																		

## TRUCKS, LIFT (HAND)



[illegible]

*For Names and Addresses of Manufacturers, see page 31.*

*When writing the manufacturers for illustrated catalogs, please mention D and W.*

## DOLLIES

TRADE NAMES  TYPES  MODEL, NAME OR NUMBER	WHEELS													Overall Dimensions			Capacities (lbs.)	Weight (lbs.)
	Number	Face (inches)		Diameter (inches)		Tread			Steer									
		Wheels	Casters	Wheels	Casters	Steel	Rubber	Other	2-Wheel	4-Wheel	Pivot	Caster						
CLARK (Ill.)—Steel																		
524.....		3		1 1/4		3	✓	✓					✓	21	16	4-5	500	15
525.....		4		1 1/2		4	✓	✓					✓	24	18 1/2	6	1500	30
526.....		4		1 3/4		3	✓	✓					✓	18 1/2	14 3/4	5 1/4	200	16
527.....		4		1 3/4		3	✓	✓					✓	24 1/2	24 1/2	5 1/4	200	17
COLSON—Wood																		
6641.....		4		1 3/8		3 1/4	✓	✓					✓	24	18	7	1000	27
6643.....		4		1 3/8		3 1/4	✓	✓					✓	20	15	7	1000	25
6642.....		4		1		3 1/2	✓	✓					✓	24	18	7	700	25
6644.....		4		1		3 1/2	✓	✓					✓	20	15	7	700	23
Steel																		
6656.....	6		1 1/2		6		✓						✓	20 3/4	14 5/8	5	2000	30
DeBOER—Piano																		
KEEN—Telescoping		4		1 1/2		3	✓	✓					✓	30	18	6	800	21
RZ.....		4		1 1/2		3		✓					✓	19-31	15	2 7/8	500	12
RZOS.....		4		1 1/2		3	✓						✓	19-31	15	2 3/4	750	11
2-Section Interlocking																		
CDS.....		4		1 1/2		3	✓						✓	32	24 or 48	4 1/4	750 each	
SHAMROCK—Case																		
2 Case.....		4		1 1/4		3 1/2							✓	20 1/2	19	5 1/2		35
3 Case.....		4		1 3/4		3 1/2							✓	45	19	5 1/2		40

For Names and Addresses of Manufacturers, see page 31.

## PLATFORM TRUCKS (hand operated)

BUSCHMAN—Platform Trucks																	
CLARK (Ill.)—Platform Trucks																	
250.....	2	2	2½	8		✓					✓	48	32	14	1800-3000	160	
251.....	2	2	2½	9	6	✓					✓	60	36	10½	1800-3000	160	
252.....	2	2	2½	9	6	✓					✓	60	36	10½	1800-3000	160	
260.....	2	2	2½	9	6	✓					✓	60	36	11½	1800-3000	180	
261.....	2	2	2½	9	6	✓					✓	60	36	11½	1800-3000	180	
COLSON—Wood																	
6171 (Rack one end)		4		1¼	8	✓					✓	60 or 54	30 or 27	38	2000	142	
6172 (Rack each end)																157	
6174 (4 Pipe Stakes)		4		1¼	8	✓					✓	60 or 54	30 or 27	38	2000	157	
6173 (Pull handle)																142	
6131 (Rack one end)		4		1¼	5	✓					✓	48 or 42	24	35	1000	110	
6132 (Rack each end)																120	
Steel																	
6271 (Rack one end)		4		1¼	8	✓					✓	63 or 54	30 or 27	38	2000	130	
6272 (Rack each end)		4		1¼	8	✓					✓	60 or 54	30 or 27	38	2000	145	
6274 (4 Pipe Stakes)		4		1¼	8	✓					✓	60 or 54	30 or 27	38	2000	145	
6273 (Pull Handle)					6	✓										145	
6253 (Rack one end)				1½												145	
DeBOER—Platform Trucks																	
	4		1½	3		✓						45½	25	6	1500	44	
			5½	2		✓						43	25	5½	500	30	

## SPECIAL HAND TRUCKS

[illegible]

*When writing the manufacturers for illustrated catalogs, please mention D and W.*

### SPECIAL HAND TRUCKS (Continued)

WHEELS																		
TRADE NAMES TYPES MODEL, NAME OR NUMBER	Number		Face (inches)		Diameter (inches)		Tread			Steer				Overall Dimensions			Capacities (lbs.)	Weight (lbs.)
	Wheels	Casters	Wheels	Casters	Wheels	Casters	Steel	Rubber	Other	2-Wheel	4-Wheel	Pivot	Caster	Length (inches)	Width (inches)	Height (Normal) (inches)		
NORMAN—Roll Paper	2		3		12		✓		CI					Var.				
NUTTING—Crate and Box	2		Var.		Var.		✓	✓			✓			12	16	44	350	
20 Models		2		1¼		6								14	16	48	250	
SCHMIDGALL—Drum and Barrel		2		1½		5		✓										
2.																		
1.		2																
ALL Steel																		
SERVE-ALL—Box Trucks		4		Var.		Var.		✓						34¼	24¼	30	50	
TW 8		4		Var.		Var.		✓						38¼	29¼	30	55	
TW 9		4		Var.		Var.		✓						40¼	30¼	32	60	
TW 12		4		Var.		Var.		✓						45¼	30¼	34	65	
TW 15		4		Var.		Var.		✓						50¼	30¼	36	75	
TW 20		4		Var.		Var.		✓						Var.	Var.	Var.	4 to 20 bu. 6 to 18 bu.	
SHAMROCK—Canvas Trucks		4		Var.		Var.		✓	✓			✓	✓	Var.	Var.	Var.		
19		4		Var.		Var.		✓	✓			✓	✓	24	24	8	75	
22		4		Var.		Var.		✓	✓			✓	✓				450	
VOI-U-METER—Drum Dollies		1			6				✓								500	
1	2		1							A,B,K					19½	46		
WHEEL-EZY—Case and Keg																		
CK-45	2		2		6		✓											
YEATS—Appliance Dolly																		
1 and 2	2		2¼		5			✓						56	24		800	

## STEVEDORE TRUCKS

COLLSON—Steel, Standard 6074 and 6075.....	2	1 1/4	8	✓	✓	48 1/2	20	1750	65
Heavy Duty									
6020.....	2	2 1/6	10	✓	✓	52 1/4	20 1/2	1500	93
6022.....	2	2 1/6	10	✓	✓	55 1/4	22	1500	103
6024.....	2	2 1/6	10	✓	✓	59 1/4	24	1500	120
FEATHER WEIGHT—Beverage Case Helper.....	2	1 1/2	8	✓	✓	15	14	44 1/2	17
NUTTING—Stevedore 53 Models.....	2	Var.	Var.			Var.	Var.	Var.	
SWEENEY—Stevedore									
100.....	2	1-2	6-8	✓	✓	Var.	Var.	200	
220.....	2	2-3	6-12	✓	✓	Var.	Var.	300	
2, 3, 5 and 700.....	2	2-3	6-12	✓	✓	Var.	Var.	1200	
800 and 850.....	2	2-3	6-12	✓	✓	Var.	Var.	1500	
VICTORY—Stevedore									
V1.....	2	1 3/8	6	Opt.	Opt.	46	11 1/8	41	
V2.....	2	2	8	Opt.	Opt.	54	14 2/22	47	
V3.....	2	2 1/2	10	Opt.	Opt.	56	16 2/5	48	
V4.....	2	1 3/4	7	Opt.	Opt.	52	11 4/20	48	
V5.....	2	1 3/4	7	Opt.	Opt.	48	13 2/20	44	
V6.....	2	2 1/2	8	Opt.	Opt.	56	14 2/22	49	
V7.....	2	2 1/2	10	Opt.	Opt.	60	16 2/5	51	
V8.....	2	2 1/2	10	Opt.	Opt.	60	16 2/5	51	



## CRANES, MOBILE (HEAVY DUTY)

TRADE NAMES  TYPES  MODEL, NAME OR NUMBER	Capacity in Tons	Lift in Feet per Minute (Based on Maximum Capacity)	MOBILE EQUIPMENT DATA						BOOM DATA																					
			Motive Power		Speed of Travel M.P.H.	Propelled on		Length of Boom (Feet)	Working Radius in Degrees		Capacities at Different Distances from Boom Pivot (in tons)																			
			Lift	Travel			Crawler	Pneumatic	Maximum	Usual	Feet	Capacity	Feet	Capacity	Feet	Capacity	Feet	Capacity	Feet	Capacity										
BAY CITY—Crawler Cranes																		75° Boom Angle considered recommended maximum Depends on type of work, 60° to 65° probable average												
20	4½	156	G or D	G or D	1	✓		25		10	4½	15	2½	20	1.7															
25	5	156	G or D	G or D	1-2½	✓		30		12	5	15	3.7	20	2½	25	1.8													
30	6	156	G or D	G or D	1-2½	✓		30		12	6½	15	4.3	20	2.8	25	2.1													
37	7½	156	G or D	G or D	3½	✓		30		12	7½	15	5.4	20	3.6	25	2.6													
42	8	156	G or D	G or D	3½-13¼	✓		35		12	8½	15	6.3	20	4.1	25	3													
45	10	156	G or D	G or D	3½-13¼	✓		35		12	10	15	7.2	20	4.8	25	3.6													
55	15	156	G or D	G or D	5½-13½	✓		40		12	15	15	10.8	20	7.1	25	5.2													
62	17½	156	G or D	G or D	5½-13½	✓		40		12	17½	15	12½	20	8.2	25	6.1													
65	20	156	G or D	G or D	5½-13½	✓		45		12	20	15	14.3	20	9½	25	7													
Mobile Cranes																														
10	5	156	G or D	G or D	30		✓	25		10	5	12	4.1	15	3.2	20	2.4													
15	7½	156	G or D	G or D	30		✓	25		10	7½	12	6.2	15	4.8	20	3.6													
15A	10	156	G or D	G or D	30		✓	25		10	10	12	8.3	15	6½	20	4.8													
18	16½	156	G or D	G or D	35		✓	30		10	16½	12	12.7	15	10.1	20	7.1													
18S	20	156	G or D	G or D	35		✓	30		10	20	12	15½	15	12.2	20	8.6													
BUCYRUS-ERIE—Crawler Cranes																														
10-B	9		G or D	G or D			✓	28		12	3"																			
15-B	11½		G or D	G or D			✓	30		12	5																			
20-B	17		G or D	G or D			✓	35		12	8																			
22-B	19		G or D	G or D			✓	35		12	10																			
29-B	27		G or D	G or D			✓	40		12	17½																			
33-B	33		G or D	G or D			✓	45		12	21																			
37-B	42		G or D	G or D			✓	45		12	23¾																			
44-B	51		G or D	G or D			✓	50		12	38																			
54-B	62		G or D	G or D			✓	60		12	45																			
Transit Cranes																														
15-B	17		G or D	G or D			✓	25		10	10																			
22-B	23½		G or D	G or D			✓	25		10	20																			
HANSON—Crawler Cranes																														
30	4	170	Gas	Gas	1.5	✓		25	21'11" @ 40°	21' @ 50°	10	4½	15	3	20	2														
40	6	160	Gas	Gas	1.5	✓		30	23'9" @ 40°	22'8" @ 50°	10	6½	15	4½	20	2½														
KRANE KRAWLER—Crawler Cranes																														
CA	2½	45	G or D	G or D	1-5	✓		12-20	360	180	6	2½	10	1½	15	1														
CAX	5	30	G or D	G or D	1-5	✓		15-24	360	180	6	5	10	3	15	2														
CAY	10	30	G or D	G or D	1-5	✓		18-30	360	180	6	10	10	6	15	4	20													
PORTA-CRANE—Mobile, Heavy Duty																														
Junior	5	20	H or P	Towed		✓		20			7	5	10	3½																
Junior	5	20	H or P	Towed		✓		25			8½	5	12½	3½																
Junior	5	20	H or P	Towed		✓		30			10	5	15	3½																
Junior	5	20	H or P	Towed		✓		35			11½	5	17½	3½																
Senior	10	20	G or T	Towed		✓		20			7	10	10	6½																
Senior	10	20	G or T	Towed		✓		25			8½	10	12½	6½																
Senior	10	20	G or T	Towed		✓		30			10	10	15	6½																
Senior	10	20	G or T	Towed		✓		35			11½	10	17½	6½																
TRACKSON—Pipe Layer, Crawler																														
PD4	5¾	35	Diesel	Diesel	5.4	✓		11½ & up	Non-swing		4	5	6	3	8	2	10													
MD6	11¾	80	Diesel	Diesel	5.8	✓		12½ & up	Non-swing		4	9	6	5½	10	3½	12													
MD7	14	80	Diesel	Diesel	6	✓		15 & up	Non-swing		4	10½	6	7	10	5½	12													
HD8	23½	70	Diesel	Diesel	4.9	✓		15 & up	Non-swing		4	17½	6	11½	10	7	15													

G or D—Gas or Diesel. H or P—Hand or Power. G or T—Gas or Tractor take-off.

**Car Loading Aided  
by Mechanical Equip.**

(Concluded from page 22)

a daily 24-hr. capacity of 6,000 barrels of flour. The equivalent of 30 cars of grain and manufactured products must be received and shipped every day to take care of normal operations. Shipments

For Names and Addresses of Manufacturers, see page 31.

to inland points are made by rail or motor truck. Water shipments are made in normal times to Alaska; Hawaii; Southern, Gulf, and East Coast points; Central and South America, Europe, China, and the Philippines. Besides the "Fisher Blend" flour (an all-pur-

pose family flour), the company manufactures some 50 different grades of flour sold throughout the entire civilized world under some 150 different brands. In addition to the flours, about 30 different varieties of stock and poultry feeds are produced.

## CHUTES, SPIRAL AND STRAIGHT

TRADE NAME	Spiral Chutes				Width of Runways in inches	Straight Chutes		Maximum Package Size			Type Safety Devices Recommended
	Standpipe	Open Center	Diameter in inches			Angle	Maximum Width in inches	Width (inches)	Length (inches)	Weight (lbs.)	
			Inside	Outside							
ALVEY	✓	✓	Varies	Varies	Varies	Approx. 30°	Varies				Fire Doors
BUSCHMAN	✓		12	120	54	Varies	48	30	42	150	Fire Doors
HASLETT	✓		12	36	12	No standard sizes for straight chutes. All made to suit each individual job.		9	15	75	Fire Doors
	✓		10	48	19			14	22	100	Fire Doors
	✓		24	72	24			18	30	250	Fire Doors
	✓		24	84	30			23	36	600	Fire Doors
	✓		36	108	36			28	48	750	Fire Doors
	✓		34	118	42			32	52	1000	Fire Doors
	✓		48	144	48			36	60	1500	Fire Doors
	✓		60	180	60			46	72	2000	Fire Doors
REBSTOCK	✓	✓	10-24	48-120	18-48	16°-50°	60	54	96	500	Fire Doors and Railings at Floor Openings.
STANDARD	✓		10 Sizes in Banked Runway	28½-135½	12-60			48	54	1000	
			40 Dies in Flat Runway	28½-147½	12-66						
	✓		15 Sizes in Flat Runway	28½-147½	12-66	10°-50°	Up to 20' usual 66"	Same as	above for 66"	size.	
			99 Dies								

For Names and Addresses of Manufacturers, see page 31.

## HOISTS, TROLLEY

TRADE NAMES TYPES MODEL NAME OR NUMBER	Capacity in Tons	Standard Lift		MOBILE EQUIPMENT DATA				
		In Feet	Speed F.P.M.	Motive Power		Speed of Travel F.P.M.	Propelled on	
				Lift	Travel		Type Runway	Industrial Rails
D. H. & M—Pneumatic Hoists								
P-1A-8	½-10	20-12	50-5	Air	Var.	If Pwrd. 50-150	I-Beam	✓
PR, 1P-6P	½-3	11	60-8	Air	Var.	If Pwrd. 50-150	I-Beam	✓
ELECTRO LIFT—Motor Driven	To suit	To suit	To suit	Elec.	Elec.	To suit	I-Beam	✓
EUCLID—Wire Rope Hoists								
11S	½	20	20	Elec.	Hoists furnished with Push Type, Geared or Motor Driven Trolleys	Motor Driven Trolleys have speed ranging from 75 to 600 F.P.M. in both Floor Operated and Cab Operated Types	I-Beam	✓
11S	½	20	30	Elec.			I-Beam	✓
11S	1	16	20	Elec.			I-Beam	✓
11S	1	16	30	Elec.			I-Beam	✓
12	1½	20	20	Elec.			I-Beam	✓
12	2	17	17	Elec.			I-Beam	✓
12	2	17	25	Elec.			I-Beam	✓
12	3	20	15	Elec.			I-Beam	✓
12	4	17	15	Elec.			I-Beam	✓
13	5	25	15	Elec.			I-Beam	✓
13	7½	24	15	Elec.			I-Beam	✓
10	10	16	13	Elec.			I-Beam	✓
13	10	25	20	Elec.			I-Beam	✓
10	15	16	15	Elec.			I-Beam	✓
HANDY DIFF—Differential	¼-1	6-8		Hand	Hand			✓
PEERLESS—Spur Geared								
B	¼-2	8-9		Hand	Hand			✓
H	½-10	8-12		Hand	Hand			✓
CH	2-12	9-12		Hand	Hand			✓
TITAN—Electric Hoists								
T-1 or T-5	¼-¾	12	20-60	Elec.	Var.		I-Beam	✓
MW-1 or 5	¼-¾	12-20	20-40	Elec.	Var.	50-150	I-Beam	✓
M3 or M12	½-3	11-20	15-35	Elec.	MT	50-150	I-Beam	✓
					MTD			
HR—A, B, D or DD	½-12½	12-90	8-75	Elec.	HRT	50-150	I-Beam	✓
LHR—B, D or DD	1-12½	12-24	8-55	Elec.	LHT	50-150	I-Beam	✓
YALE—Wire Rope								
Cable King	¼	17-38	24-64	Elec.	H. or E.	75-175		✓
	½	17-38	24-64	Elec.	H. or E.	75-175		✓
	1	16-38	20-72	Elec.	H. or E.	75-175		✓
	1½	13-45	20-72	Elec.	H. or E.	75-175		✓
	2	17-35	20-51	Elec.	H. or E.	75-175		✓
	3	15-35	20-51	Elec.	H. or E.	75-175		✓
	4	17 and 35	10-26	Elec.	H. or E.	75-175		✓
	5	17 and 35	10-26	Elec.	H. or E.	75-175		✓
	6	17 and 35	10-26	Elec.	H. or E.	75-175		✓

When writing the manufacturers for illustrated catalogs, please mention D and W.

# SPEED UP PACKAGE HANDLING with ROLL-OR-WHEEL PORTABLE CONVEYORS

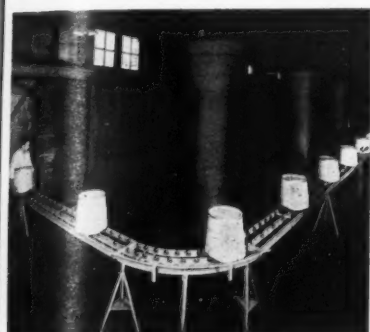
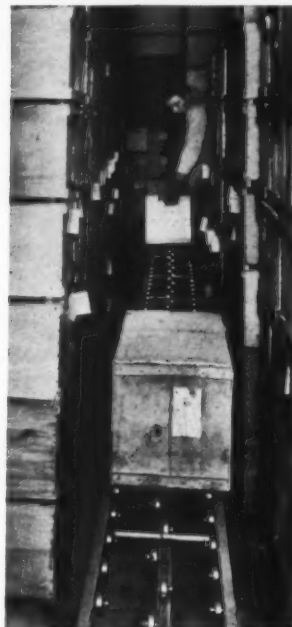
In 10 ft. sections, quickly coupled together to any length. Available with wheels or rollers. Easily set up by one man with quick adjusting tripod supports.

Ideal for narrow and crowded warehouse aisles.

For loading and unloading trucks and box cars.

Write for Bulletin No. 8

ENGINEERS AND MANUFACTURERS  
"ALL TYPES CONVEYORS FOR EVERY INDUSTRY"  
**THE E. W. BUSCHMAN CO.**  
CINCINNATI, OHIO



## CRANES, OVERHEAD

TRADE NAMES TYPES MODEL NAME OR NUMBER	Capacity in Tons	Standard Lift		MOBILE EQUIPMENT DATA				
		In Feet	Speed F.P.M.	Motive Power		Speed of Travel F.P.M.	Propelled on	
				Lift	Travel		Type Runway	Industrial Rails
BRADNEY—Gantry Cranes	2-5			Hand	Hand			✓
CONCO—Jib Cranes (Wall Type)	1½-3			Hand	Hand			
(Mast Type)	1½-5			Hand	Hand			
(Self Supporting)	1½-2			Hand	Hand			
Single Beam Crane above and below Runway	1½-20		Various		Hand		I-Beam and Wide Flange	✓
Electric Traveling Cranes	1-15		Various	Elec.	Elec.		I-Beam and Wide Flange	✓
D. H. & M.—Underslung Cranes								
UGS	1½-5	12-24	8-55	Elec.	Elec.	50-150	I-Beam	✓
Overhead Cranes								
IGS	1½-5	12-24	8-55	Elec.	Elec.	50-150	I-Beam	✓
2GS	2-6	12-24	8-55	Elec.	Elec.	50-150	I-Beam	✓
ELECTRO LIFT—Jib and Traveling Cranes	To Suit			H. & E.	H. & E.			✓
EUCLID—Jib Cranes (Wall and Mast Types)	1½-10			Hand	Hand			
Gantry Cranes (Stationary and Traveling)	1-25							
Single and Double Girder Hand Power Cranes	1-25				Hand			✓
1-2-3 Motor Cranes Floor Controlled	1-100			Elec.	Elec.			✓
3-4-5 Motor Cranes Cab Operated	1-100			Elec.	Elec.			✓
HARRINGTON—Jib Cranes (Mast Type)	1½-2			Hand	Hand			
(Wall Type)	1½-4			Hand	Hand			
Gantry Cranes	1½-5			Hand	Hand			✓
Single Beam Crane above Runway								
C	1½-6				Hand			✓
Single Beam Crane Below Runway								
U	1½-5				Hand			✓
LOUDEN—Bridge Cranes	1½-20		6-100	H. or E.	Elec.			
Transfer Bridges	1½-20		6-100	H. or E.	Elec.			
Overhead Carriers	1-10			H. or E.	H. or E.			
Gantry Cranes	1½-20			H. or E.	H. or E.			
Jib Cranes (Wall Type)	1½-3			H. or E.	H. or E.			
Traveling Cranes	1½-20		6-100	H. or E.	H. or E.			

## HOISTS, CHAIN

TRADE NAMES, TYPES MODEL, NAME OR NUMBER	Capacity in Tons	Standard Lift		Type of Motive Power
		In Feet	Speed F.P.M.	
COFFING—Spur Geared Y-C.....	1½-5	8-10	1.9-8.5	Hand
CONCO—Differential Spur Geared.....	¼-20	6-9 8-12		Hand
CUM ALONG—Lever Puller Hoists B.....	¾-1½	5		Hand
ELECTRO LIFT—Worm Geared HARRINGTON—Geared Screw Hoists.....	To suit ¼-10	To suit 9-15½		Hand
Differential B.....	¼-3	7½-13½		Hand
LOUDEN—Chain Hoists PEERLESS—Spur Geared C.....	¼-10 ¼-20			Hand
D.....	15-40	12		Hand
Extended Hand Wheel SAFETY-PULL—Ratchet Lever A, F, W, Z.....	¼-10 ¾-15	8-12		Hand
YALE—Spur Geared BB.....	300 lbs.	8	28	Hand
BB.....	¼	8	17	Hand
BB.....	½	8	8½	Hand
BB.....	1	8	4¼	Hand
BB.....	2	9	3.9	Hand
BB.....	4	10	1.9	Hand
BB.....	8	12	.85	Hand
BB.....	12	12	1.2	Hand
BB.....	20	12	.65	Hand
BB.....	40	12	.30	Hand
Screw Geared.....	½	8		Hand
	1	8		Hand
	2	9		Hand
	5	12		Hand
Differential.....	¼	6		Hand
	1	8		Hand
	2	9		Hand
Pul-Lift.....	¾-6	4-6	55	Hand

## HOISTS, ELECTRIC

TRADE NAMES, TYPES MODEL, NAME OR NUMBER	Capacity in Tons	Standard Lift		Type of Motive Power
		In Feet	Speed F.P.M.	
CONCO—Torpedo Elec. Hoists E250H.....	½	12	40	Electric
E500H.....	¼	12	25	Electric
E1000H.....	½	12	12	Electric
ELECTRO LIFT—Electric Hoists M.....	¼	To suit	15	Electric
A.....	½	To suit	20	Electric
B.....	1-1½-2	To suit	20	Electric
C.....	3-4-5-6	To suit	20	Electric
HARRINGTON—Chain Elec. Hoists LO-HED—Electric Hoists A½.....	½-1 ½	Var.		Electric
A½ High Speed.....	½	20	20-40	Electric
A1.....	1	20	40-80	Electric
B1.....	1	20	20-40	Electric
B1½.....	1½	20	35-70	Electric
B2.....	2	20	20-40	Electric
B3.....	3	15	18-36	Electric
H2.....	2	20	25-50	Electric
H3.....	3	20	16-32	Electric
H4.....	4	20	16-32	Electric
H5.....	5	15	17-34	Electric
H6.....	6	15	12-24	Electric
J3.....	3	30	50-80	Electric
J5.....	5	30	25-40	Electric
J6.....	6	30	25-40	Electric
J8.....	8	30	15-24	Electric
J10.....	10	20	12-18	Electric

## HOISTS, ELECTRIC (Continued)

TRADE NAMES, TYPES MODEL, NAME OR NUMBER	Capacity in Tons	Standard Lift		Type of Motive Power
		In Feet	Speed F.P.M.	
J12.....	12	20	10-16	Electric
LOUDEN—Electric Hoists.....	¼-15		6-100	Electric
QUIK-LIFT—Electric Hoists Junior.....	½	8	4-49	Electric
Senior.....	2	8	4-49	Electric
YALE—Roller Chain Midget King.....	½	10	34	Electric
Midget King.....	¼	10	17 and 34	Electric
Midget King.....	½	10	11-34	Electric
Midget King.....	1	10	9-17	Electric
Wire Rope Cable King.....	¼-6	*	*	Electric

\*See Hoists, Trolley

## WINCHES, HOISTING

TRADE NAMES, TYPES MODEL, NAME OR NUMBER	Capacity in Tons	Standard Lift		Type of Motive Power
		In Feet	Speed F.P.M.	
DOMESTIC—Contractors Hoists 10CH and DH.....	½		150	Gas Engine
12SH and DH.....	.85		170	Gas Engine
20SH and DH.....	1.3		170	Gas Engine
30SH and DH.....	1.5		170	Gas Engine
40SH and DH.....	2.25		175	Gas Engine
50SH and DH.....	2.5		180	Gas Engine
ELECTRO LIFT—Electric and Hand Winches.....	To suit		To suit	Hand or Elec.
IMPROVED—Winch (Screw Geared) IRELAND—Winch (Single Drum) O.....	¼-1 6			Hand
M.....	1.5		100-250	Optional
(Double Drum)			46-360	Optional
MM.....	1.5		46-360	Optional
NOVO—Single and Double Drums A 11.....	¼-½		100	Gas & Elec.
NH.....	½-1		110-150	Gas & Elec.
LH.....	1-1.8		150-275	Gas & Elec.
Single, Double and Triple Drums DH.....	2-2½		160-175	Gas & Elec.
WH.....	2½-3		200-250	Gas & Elec.
WHS.....	4		200	Gas Engine
PEERLESS—Chain Winch Spur Geared.....	¼-3			Hand
Rope Winch Spur Geared.....	¼-2			Hand
SILENT HOIST—Winch, Capstan Type TY-7½.....	2½		35	Electric
GTY-15.....	5		35	Electric
MTY-25.....	7½		35	Electric
LTY-50.....	15		35	Electric
Winch, Drum Type TE-15.....	3-6		35	Electric
WE-30.....	6-12		35	Electric
NE-50.....	10-20		35	Electric
DB-20G.....	1-2		100	Gas or Diesel
TW-60G.....	3½		200	Gas or Diesel
SULLIVAN—Single Drum, Electric D-112.....	1		125	Electric
Electric Shaft Hoists A, J, B, N, C, P, and R.....	1-5		200-450	Electric
Single Drum, Air E-111.....	½		75	Comp. Air
WALL—Winch (Screw Geared).....	¼-¾			Hand
YALE—Electric Winches.....	¼		48-128	Electric
	½		40-144	Electric
	¾		40-144	Electric
	1		40-102	Electric
	1½		40-102	Electric



## CRANES, INDUSTRIAL TRUCK

When writing the manufacturers for illustrated catalogs, please mention D and W.

TRADE NAMES  TYPES  MODEL, NAME OR NUMBER	Carrying Capacity in Tons	Weight Complete Unit (Gas. Op.) or Unit and Battery Separate (Elec. Op.)		Wheel Tread (Inches)		Overall Truck Dimensions (Inches)			Turning Radius (in inches)		Speed of Travel (Full Load)				Platform Data		CRANE DATA					DRIVE MOTIVE POWER							Position of Control	Pneumatic Tires	Pressed on Solid Tires				
		Unit	Battery	Front	Rear	Length	Width	Height (Normal)	Inside Edge	Outside Edge	Forward (M. P. H.)	Reverse (M. P. H.)	Lift (F. P. M.)	Width (Inches)	Length (Inches)	Height of Lift (ft.)	Length of Boom (ft.)	Swivel Boom	Topping Boom	Platform Size	Overhead Clearance (ft.)	Gasoline				Electric						Gas-Electric Generator			
																						Make of Engine	Horsepower	No. of Cylinders	Type of Starter	Undertakers Laboratory Approval	Capacity of Battery Ampere	Hour Rating					Number of Motors	Fluid Drive	
BAKER—Cranes	1½ @ 7'	8400	•	44	45½	109½	50	70½	47	111	4 8	4 8	26	50	22½	19½	19	✓	✓	✓	22½	22½	•	•	•	•	•	•	•	•	Opt.	Rear	✓	✓	
	1½ @ 8'	8600	•	44	45½	109½	50	70½	47	111	4 8	4 8	26	50	22½	19½	19	✓	✓	✓	22½	22½	•	•	•	•	•	•	•	•	Opt.	Rear	✓	✓	
	3 @ 6'	9700	•	58½	58½	121½	62	80½	58	134	4	4	13	62	34½	19½	19	✓	✓	✓	22½	22½	•	•	•	•	•	•	•	•	Opt.	Rear	✓	✓	
	3 @ 7'	9900	•	58½	58½	121½	62	80½	58	134	4	4	13	62	34½	19½	19	✓	✓	✓	22½	22½	•	•	•	•	•	•	•	•	Opt.	Rear	✓	✓	
	5 @ 5½'	13000	•	58½	58½	128½	62	86½	58	134	4	4	10	62	29	19½	19	✓	✓	✓	22½	22½	•	•	•	•	•	•	•	•	Opt.	Rear	✓	✓	
ELWELL-PARKER—Cranes	1½ @ 7'	9100	•	34	43½	107½	49½	69½	38	99	4½	4½	35	50	22½	18' 5"	12-19	✓	✓	✓	15' x 49½"	21	to suit	to suit	to suit	to suit	to suit	to suit	to suit	to suit	to suit	36 Volt	Rear	✓	✓
	3 @ 4½'	5500	•	43½	44½	114	50	71½	46	107	4	4	10	50	22½	18' 9"	12-19	✓	✓	✓	28' x 50"	22	to suit	to suit	to suit	to suit	to suit	to suit	to suit	to suit	to suit	36 Volt	Rear	✓	✓
	3 @ 7'	10400	•	54	54	134½	63	79½	63	139	4	4	8	63	34½	18	12-19	✓	✓	✓	40½" x 53"	20' 3"	to suit	to suit	to suit	to suit	to suit	to suit	to suit	to suit	to suit	36 Volt	Rear	✓	✓
	5 @ 5½'	15600	•	57	57	132½	64½	79½	62	133	3¾	3¾	8½	64½	34½	17' 9"	12-19	✓	✓	✓	28¾" x 50"	20' 10"	to suit	to suit	to suit	to suit	to suit	to suit	to suit	to suit	to suit	48 Volt	Rear	✓	✓
	2½	14500	•	57	57	128	66	84	77	162	15	2	80	66	34½	4-20	12-20	✓	✓	✓	30"	30"	Buda	47	4	Elec.	Yes	Yes	Yes	Yes	Yes	Center	✓	✓	
KRANE KAR—Industrial Tractor A.	5	20500	•	66	66	139	86	88	68	165	12	13½	55	86	34½	4-24	12-24	✓	✓	✓	30"	30"	Buda	47	4	Elec.	Yes	Yes	Yes	Yes	Yes	Center	✓	✓	
	10	34000	•	77	77	144½	101	95	69	170	10	11½	40	101	34½	4-30	12-30	✓	✓	✓	30"	30"	Buda	47	4	Elec.	Yes	Yes	Yes	Yes	Yes	Center	✓	✓	
	5	14000	•	57	57	139	66	124	78	168	12	12	110	66	34½	16	8	✓	✓	✓	23' x 47"	70½"	Buda	47	4	Elec.	Yes	Yes	Yes	Yes	Yes	Center	✓	✓	
	1½	10200	•	40	40	110½	47	70½	49	106½	5.5	5.5	28	47	34½	19' 9"	12-19	✓	✓	✓	23' x 47"	70½"	Buda	47	4	Elec.	Yes	Yes	Yes	Yes	Yes	Center	✓	✓	
	1½	10600	•	40	40	122½	51	70½	49	117	5.5	5.5	28	51	34½	19' 9"	12-19	✓	✓	✓	35' x 51"	70½"	Buda	47	4	Elec.	Yes	Yes	Yes	Yes	Yes	Center	✓	✓	
STEVE KRANE—Steve-dore Tractor Cranes	1½	10800	•	40	40	122½	51	70½	49	117	5.5	5.5	28	51	34½	19' 4½"	12-19	✓	✓	✓	35' x 51"	70½"	Buda	47	4	Elec.	Yes	Yes	Yes	Yes	Yes	Center	✓	✓	
	3	13400	•	56	57	138¾	63	71½	60	133	5.5	5.5	28	63	34½	18' 10"	12-19	✓	✓	✓	39' x 61"	71½"	Buda	47	4	Elec.	Yes	Yes	Yes	Yes	Yes	Center	✓	✓	
	3	13600	•	56	57	138¾	63	71½	60	133	5.5	5.5	28	63	34½	18' 7"	12-19	✓	✓	✓	39' x 61"	71½"	Buda	47	4	Elec.	Yes	Yes	Yes	Yes	Yes	Center	✓	✓	
	5	19500	•	57	57	142	67	78	53	135	6	6	18	67	34½	19' 3"	12-19	✓	✓	✓	40½" x 78"	78"	Buda	47	4	Elec.	Yes	Yes	Yes	Yes	Yes	Center	✓	✓	
	3	5200	•	36	17	127¾	44½	67	53½	102½	5	5	28	27	55	8' 2"	8	✓	✓	✓	30"	67"	Buda	47	4	Elec.	Yes	Yes	Yes	Yes	Yes	Center	✓	✓	

•—Depends on Size and Type Selected

••—Including Battery

§ Worm Drive

\*—Depends on Size and Type Selected

\*\*—Including Battery

§—Worm Drive

## FORK TRUCKS

TRADE NAMES	Carrying Capacity T = Tons L = Lbs.	Weight Complete Unit (Gas, Op.) or Unit and Battery Separate (Elec. Op.)	Wheel Base (Inches)	Wheel Tread (Inches)		Overall Truck Dimensions (Inches)			Turning Radius (Inches)		Speed of Travel (Full Load)			FORK TRUCK DATA										DRIVE MOTIVE POWER										Position of Control	Pressed on Solid Tires
				Front	Rear	Length	Width	Height (Normal)	Inside Edge	Outside Edge	Forward (M.P.H.)	Reverse (M.P.H.)	Lift (F.P.M.)	Height of Lift (Feet)	Degree of Tilt	Non-lifting	Telescoping	Length of Fork (Inches)	Width of Fork (Inches)	Fork Adjustable	Make of Engine	Horsepower	No. of Cylinders	Type of Starter	Underwriters Laboratory Approval	Gasoline				Electric					
																										Capacity of Battery—Ampere Hour Rating	Number of Motors	Chain Drive	Hydraulic Cylinder	Fluid Drive					
<b>AUTOMATIC—Fork Trucks</b>																																			
CHTF-2	1-24 T	3580	42	26 1/2	13	94 1/2	33 1/2	83	6	61	5.5	5.5	10	4	10	✓	✓	✓	✓	✓	30	4	28 max	450	3	✓	✓	✓	Center	✓					
CHTF-E-2	1-24 T	4040	37	26 1/2	13	99 1/2	33 1/2	83	6	64	5.5	5.5	10	4	10	✓	✓	✓	✓	✓	30	4	28 max	450	3	✓	✓	✓	Center	✓					
THTF-L-4	2-60 T	7300	37	32 1/2	18	115 1/2	38 1/2	83	6	74 1/2	4.5	4.5	15	5	15	✓	✓	✓	✓	✓	36	6	38 max	500	3	✓	✓	✓	Center	✓					
THTF-L-6	3-90 T	9200	55	34 1/2	18	120	42 1/2	83	6	78	4.5	4.5	15	5	15	✓	✓	✓	✓	✓	36	6	38 max	500	3	✓	✓	✓	Center	✓					
TETF-7	31-105 T	9800	55	36 1/2	18	128	46 1/2	83	6	83	4.2	4.2	13	5	12	✓	✓	✓	✓	✓	36	7	38 max	550	3	✓	✓	✓	Center	✓					
THTF-M-10	5-150 T	12120	63	40	20 1/2	136 1/2	52	83	6	94	5.3	5.3	14	4	6	✓	✓	✓	✓	✓	36	7	38 max	550	3	✓	✓	✓	Center	✓					
THTF-M-10	5-150 T	13720	68	47	20 1/2	141 1/2	59	83	6	99	5.2	5.2	1	3	10	✓	✓	✓	✓	✓	36	7	38 max	550	3	✓	✓	✓	Center	✓					
<b>BAKER—Fork and Ram</b>																																			
JOM-20	2000 L	5800	38	28	28	108 1/2	34	88	10	62	5.3	5.3	22	3	12	✓	✓	✓	✓	✓	36	4	✓	*	2	2	✓	✓	✓	Center	✓				
JOM-30	3000 L	6200	38	28	28	108 1/2	34	88	10	62	5.1	5.1	20	3	12	✓	✓	✓	✓	✓	36	4	✓	*	2	2	✓	✓	✓	Center	✓				
JOM-40	4000 L	7740	43 1/2	33 1/2	38	116 1/2	42	88	15	70	4.4	4.4	25	3	12	✓	✓	✓	✓	✓	36	6	✓	*	2	2	✓	✓	✓	Center	✓				
JOM-50	5000 L	8590	48 1/2	34 1/2	38	121 1/2	42	88	15	74	4.4	4.4	23	3	12	✓	✓	✓	✓	✓	36	6	✓	*	2	2	✓	✓	✓	Center	✓				
JOM-60	6000 L	9450	48 1/2	34 1/2	38	121 1/2	42	88	18	75	4.2	4.2	20	3	12	✓	✓	✓	✓	✓	36	6	✓	*	2	2	✓	✓	✓	Center	✓				
JOM-70	7000 L	9800	55 1/2	34 1/2	38	129	42	88	18	75	4.2	4.2	19	3	12	✓	✓	✓	✓	✓	36	6	✓	*	2	2	✓	✓	✓	Center	✓				
JOM-80	8000 L	9505	72	40	49	138	63	88	18	82	3.9	3.9	19	3	12	✓	✓	✓	✓	✓	36	7	✓	*	2	2	✓	✓	✓	Center	✓				
JOM-100	10000 L	14000	72	32 1/2	48	154 1/2	61 1/2	98	30	118	3.85	3.85	10 1/2	3	12	✓	✓	✓	✓	✓	36	7	✓	*	2	2	✓	✓	✓	Center	✓				
JOM-120	12000 L	15480	72	31 1/2	47 1/2	135 1/2	61 1/2	83	30	122	3.1	3.1	10 1/2	3	12	✓	✓	✓	✓	✓	38	7	✓	*	2	2	✓	✓	✓	Center	✓				
JOM-140	14000 L	21670	83	32 1/2	45	168 1/2	59	90 1/2	42	136	2.8	2.8	8	3	12	✓	✓	✓	✓	✓	48	7	✓	*	2	2	✓	✓	✓	Center	✓				
JOM-160	16000 L	23250	92	41 1/2	47 1/2	191 1/2	61 1/2	135	44 1/2	140	2.5	2.5	5	3	12	✓	✓	✓	✓	✓	44	7	✓	*	2	2	✓	✓	✓	Center	✓				
JOM-180	18000 L	24220	92	41 1/2	47 1/2	191 1/2	61 1/2	135	44 1/2	140	2.5	2.5	5	3	12	✓	✓	✓	✓	✓	60	8	✓	*	2	2	✓	✓	✓	Center	✓				
JOM-200	20000 L	25450	102	41 1/2	48 1/2	207 1/2	66 1/2	110	48	150	3.45	3.45	9.1	3	12	✓	✓	✓	✓	✓	66	10	✓	*	2	2	✓	✓	✓	Center	✓				
<b>CARLOADER—Fork Trucks</b>																																			
Plate	4000 L	6050	44	32	31 1/2	104 1/2	38	82 1/2	9	76	7	6	36	3	10	✓	✓	✓	✓	✓	24	4	Yes	Cont. 31.5	4	Opt	✓	✓	✓	Center	✓				
Stack	3000 L	5400	38	33	31 1/2	93 1/2	38	82 1/2	6	67	7	6	36	3	10	✓	✓	✓	✓	✓	24	4	Yes	Cont. 31.5	4	Opt	✓	✓	✓	Center	✓				
Tong	3500 L	5860	38	32	31 1/2	98 1/2	38	82 1/2	6	68 1/2	7	6	36	3	10	✓	✓	✓	✓	✓	24	4	Yes	Cont. 31.5	4	Opt	✓	✓	✓	Center	✓				
<b>CLIPPER—Fork Trucks</b>																																			
Favorite	2000 L	3520	32	26 1/2	27 1/2	87 1/2	31 1/2	80	6	61	8.2	7.1	45	3	10	✓	✓	✓	✓	✓	24	4	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
Daphne	1000 L	2930	32	26 1/2	27 1/2	85 1/2	31 1/2	80	6	61	8.2	7.1	45	3	10	✓	✓	✓	✓	✓	24	4	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
Empress	1500 L	3250	32	26 1/2	27 1/2	85 1/2	31 1/2	80	6	61	8.2	7.1	45	3	10	✓	✓	✓	✓	✓	24	4	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
<b>ELWELL-PARKER—Fork Trucks</b>																																			
ERS-3	3000 L	4450	38	29	24 1/2	115	34	83	3	70	5	5	14	5	15	✓	✓	✓	✓	✓	36	4	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
ERS-3T	3000 L	5050	38	29	24 1/2	115	34	83	3	70	5	5	14	5	15	✓	✓	✓	✓	✓	36	4	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
F-15	3000 L	4050	48	30	27 1/2	109 1/2	36	83	3	70	5	5	14	5	15	✓	✓	✓	✓	✓	36	4	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
F-23	3000 L	4600	48	30	27 1/2	109 1/2	36	83	3	70	5	5	14	5	15	✓	✓	✓	✓	✓	36	4	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
F-23T	4000 L	7900	51	32	27 1/2	118 1/2	41	83	3	79	5	5	13	5	15	✓	✓	✓	✓	✓	36	4	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
F-24	4000 L	8450	51	32	27 1/2	118 1/2	41	83	3	79	5	5	13	5	15	✓	✓	✓	✓	✓	36	4	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
F-24T	4000 L	6000	42	32	26 1/2	121 1/2	39	83	3	73	5	5	13	5	15	✓	✓	✓	✓	✓	36	4	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
ERX-6	4000 L	6650	42	32	26 1/2	121 1/2	39	83	3	73	5	5	13	5	15	✓	✓	✓	✓	✓	36	4	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
ERX-6T	6000 L	10200	48	36 1/2	36 1/2	142 1/2	42 1/2	83	34	102	4	4	12	5	15	✓	✓	✓	✓	✓	36	6	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
F-19	6000 L	10150	54	34	28 1/2	123	42 1/2	83	3	83	4 1/2	4 1/2	12	5	15	✓	✓	✓	✓	✓	36	6	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
F-19T	6000 L	10900	54	34	28 1/2	123	42	83	3	83	4 1/2	4 1/2	12	5	15	✓	✓	✓	✓	✓	36	6	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
F-25	10000 L	14500	60	39 1/2	26	152 1/2	48 1/2	83	3	94	3 1/2	3 1/2	8	4	15	✓	✓	✓	✓	✓	48	6	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
F-25T	10000 L	15500	60	39 1/2	26	152 1/2	48 1/2	83	3	94	3 1/2	3 1/2	8	4	15	✓	✓	✓	✓	✓	48	6	Yes	Cont. 15.2	4	Opt	✓	✓	✓	Center	✓				
<b>LEWIS-SHEPARD—Fork Trucks</b>																																			
GFT	3000 L	5350	51	28	6	70	34	83	6	65	7 1/2	30	9 1/2	2	10	✓	✓	✓	✓	✓	VE-4	22	4	Elec.	✓	✓	✓	Center	✓	✓	✓				
GFTT	3000 L	5050	51	28	6	70	34	83	6	65	7 1/2	30	9 1/2	2	10	✓	✓	✓	✓	✓	VE-4	22	4	Elec.	✓	✓	✓	Center	✓	✓	✓				
GF	3000 L	5850	51	28	6	70	34	83	6	65	7 1/2	30	9 1/2	2	10	✓	✓	✓	✓	✓	VE-4	22	4	Elec.	✓	✓	✓	Center	✓	✓	✓				
EFT	3000 L	4350	51	28	6	70	34	83	6	65	7 1/2	30	9 1/2	2	10	✓	✓	✓	✓	✓	VE-4	22	4	Elec.	✓	✓	✓	Center	✓	✓	✓				
EFTT	3000 L	4050	51	28	6	70	34	83	6	65	7 1/2	30	9 1/2	2	10	✓	✓	✓	✓	✓	VE-4	22	4	Elec.	✓	✓	✓	Center	✓	✓	✓				
EF	3000 L	4500	51	28	6	70	34	83	6	65	7 1/2	30	9 1/2	2	10	✓	✓	✓	✓	✓	VE-4	22	4	Elec.	✓	✓	✓	Center	✓	✓	✓				
EF	3000 L	4500	51	28	6	70	34	83	6	65	7 1/2	30	9 1/2	2	10	✓	✓	✓	✓	✓	VE-4	22	4	Elec.	✓	✓	✓	Center	✓	✓	✓				
EF	3000 L	4500	51	28	6	70	34	83	6	65	7 1/2	30	9 1/2	2	10	✓	✓	✓	✓	✓	VE-4	22	4	Elec.	✓	✓	✓	Center	✓	✓	✓				
EF	3000 L	4500	51	28	6	70	34	83	6	65	7 1/2	30	9 1/2	2	10	✓	✓	✓	✓	✓	VE-4	22	4	Elec.	✓	✓	✓	Center	✓	✓	✓				
EF	3000 L	4500	51	28	6	70	34	83	6	65	7 1/2	30	9 1/2	2	10	✓	✓	✓	✓	✓	VE-4	22	4	Elec.	✓	✓	✓	Center	✓	✓	✓				
EF	3000 L	4500	51	28	6	70	34	83	6	65	7 1/2	30	9 1/2	2	10	✓	✓	✓	✓	✓	VE-4	22	4	Elec.	✓	✓	✓	Center	✓	✓	✓				
EF	3000 L	4500	51	28	6	70	34	83	6	65	7 1/2	30</																							

Model	3000 L	3550 L	51	28	6	70	34	83	6	65	71½	30	30	10	✓	VE-4	22	4	Elec.	450	Center	
Model	3000 L	3550 L	51	28	6	70	34	83	6	65	71½	30	30	10	✓	VE-4	22	4	Elec.	450	Center	
<b>GE</b>	3000 L	3550 L	51	28	6	70	34	83	6	65	71½	30	30	10	✓	VE-4	22	4	Elec.	450	Center	
<b>EF</b>	3000 L	3550 L	51	28	6	70	34	83	6	65	71½	30	30	10	✓	VE-4	22	4	Elec.	450	Center	
<b>EF</b>	3000 L	3550 L	51	28	6	70	34	83	6	65	71½	30	30	10	✓	VE-4	22	4	Elec.	450	Center	
<b>EF</b>	3000 L	3550 L	51	28	6	70	34	83	6	65	71½	30	30	10	✓	VE-4	22	4	Elec.	450	Center	
<b>MERCURY—Fork Trucks</b>																						
<b>A-1360</b>	2000 L	4550	4850	36	27	15	97½	32	83	64	5	5	22	91½	✓	36	3	6-32	300	Center		
<b>A-1480</b>	4000 L	6400	6400	48	35	20	110½	45	83	85	5	5	25	9	✓	36	3	6-38	300-500	Center		
<b>A-1540</b>	6000 L	9100	9100	54	38	20	117½	45	83	91	4½	4½	18	83½	✓	36	4	8-38	300-500	Center		
<b>MOBILIFT—Fork Trucks</b>																						
<b>Tow</b>	2000 L	3050		45	28½	4½	66	32	63½		4	4	30	12	✓	30	4	Yes	None	Yes	Rear	
<b>101</b>																						
<b>TOWMOTOR—Fork Trucks</b>																						
<b>LT-40</b>	3000 L	4420		40	30½	27½	70	35	83	8	68	10	40	9	✓	25	3	Cont. 27½	4	Elec.	Center	
<b>LT-44</b>	4000 L	5260		44	31½	28½	74	35	83	8	72	10	40	9	✓	25	4	Cont. 27½	4	Elec.	Center	
<b>LT-46</b>	5000 L	7200		46	30	33	82	40	83	20	84	9	40	8	✓	35	4	Cont. 36	4	Elec.	Center	
<b>LT-53</b>	6000 L	8050		50	30	33	90	40	83	23	93	9	40	8	✓	35	5	Cont. 36	4	Elec.	Center	
<b>LT-56</b>	7500 L	8650		56	30	33	93	40	83	26	96	9	40	8	✓	35	5	Cont. 41	4	Elec.	Center	
<b>LT-62</b>	8000 L	9850		62	30	33	102	40	83½	28	102	9	40	8	✓	35	5	Cont. 41	4	Elec.	Center	
<b>LT-72</b>	10000 L	10500		72	30	33	109	40	71½	35	115	8	40	6	✓	35	5	Cont. 41	4	Elec.	Center	
<b>UTILITRAC—Fork Trucks</b>																						
<b>Stalwart-4025</b>	6000 L	10150		46	34	31½	115	44	83	6	81	7½	6½	32	83½	✓	24	4	Cont. 50	6	Elec.	Center
<b>Stalwart-50</b>	5000 L	8705		46	35	30½	110	42	83	6	76½	7½	6½	32	83½	✓	24	4	Cont. 50	6	Elec.	Center
<b>Stalwart-60</b>	6000 L	9240		46	35	31½	114½	43	83	6	81	7½	6½	32	83½	✓	24	4	Cont. 50	6	Elec.	Center
<b>Stalwart-70</b>	7000 L	9570		46	35	31½	115	43	83	6	81	7½	6½	32	83½	✓	24	4	Cont. 50	6	Elec.	Center
<b>Stalwart-7025</b>	7000 L	9605		60	34	31½	129½	42	83	10½	96	7½	6½	32	83½	✓	24	4	Cont. 50	6	Elec.	Center
<b>XALE—Fork Trucks</b>																						
<b>KM30-2M</b>	2000 L	■5200		25	14½	03	30	83		5	3	18	129	✓	30	6-26					Center	
<b>K41-3M</b>	3000 L	■8120		34½	29½	119½	40½	83		6	6	20	119	✓	36	8-38					Center	
<b>K41-4M</b>	4000 L	■11430		34½	29½	119½	40½	83		6	6	20	119	✓	36	8-38					Center	
<b>K41-6M</b>	6000 L	■11430		36½	30½	124	43	83		5	5	15	119	✓	36	10-38					Center	
<b>K41-7M</b>	7000 L	■12500		37	30½	128½	43	83		5	5	14	107	✓	36	12-42					Center	
<b>K41-8M</b>	8000 L	■12650		37	30½	128½	43	83		5	5	14	107	✓	36	12-42					Center	

■—Including Battery      \*—Depends on Size and Type selected      †—Chain Lift      ‡—Hydraulic Lift      §—Worm Drive

## TRACTORS, CRAWLER

TRADE NAMES  TYPES  MODEL NAME OR NUMBER	Tractor Weight, Complete Unit if (Gas. Op.) or Unit and Battery Separate if (Elec. Op.)	Crawler Track	Overall		Turning Radius		Number of Speeds	Travel Speed Full Load M. P. H.		MOTIVE POWER							Draw Bar Pull		Types of Wheels			Types of Tires			
			Length (Inches)	Width (Inches)	Inside Edge (Inches)	Outside Edge (Inches)		Forward	Reverse	Gasoline				Electric			Normal	Ultimate	5th Wheel Steer	Reversible	Diameter of Wheel (Inches)		Face of Wheel (Inches)		
										Make of Engine	Horsepower	No. of Cylinders	Type of Starter	Underwriters Labor- atory Approval	Type of Motor	Horsepower of Motor								Battery Capacity Ampere-Hour Rating	Gas-Electric Generator

CLIFTRAC—Crawler HG	3100	31-42-68	103 91 53	42 53		3	1	2.02	2.35	Hercules	18	4	Elec.							1080	3080		Pneumatic	Solid Rubber Pressed On Steel
AG	6900	42-50	110 58	58		3	1	2.61	1.36	Hercules										2500	5700			
AD	7700	42-50	110 58	58		3	1	2.62	1.36	Hercules		4	Elec.							2800	6500			
BG	8600	44-52	116 60	60		4	2	2.64	3.4	Hercules		6	Elec.							4200	7600			
BD	9200	44-52	116 60	60		4	2	2.64	3.4	Hercules		6	Elec.							4127	8012			
CG	12000	48-61	120 68	68		3	1	3.06	2.29	Hercules		6	Elec.							3250	9920			
DG	13000	48-61	125 69	69		4	2	3.3	3.9	Hercules		6	Elec.							4156	11000			
DD	14000	48-61	125 69	69		4	2	3.1	3.65	Hercules		6	Elec.							4568	11616			

*For Names and Addresses of Manufacturers, see page 31.*

*When writing the manufacturers for illustrated catalogs, please mention D and W.*



## TRUCKS, ELEVATING PLATFORM (Grouped by Lifting Heights)

TRADE NAMES  TYPES  MODEL, NAME OR NUMBER	Carrying Capacity in Pounds	Weight Complete Unit (Gas Op.) or Unit and Battery Separate (Elec. Op.)	Wheel Base (Inches)	Wheel Tread (Inches)		Overall Truck Dimensions (Inches)			Turning Radius (in inches)		Speed of Travel (Full Load)			Platform Data			DRIVE MOTIVE POWER										Types of Tires							
				Front	Rear	Length	Width	Height (Normal)	Inside Edge	Outside Edge	Forward (M.P.H.)	Reverse (M.P.H.)	Lift (F.P.M.)	Height of Lift (Inches)	Width (Inches)	Length (Inches)	Make of Engine	Horsepower	No. of Cylinders	Type of Starter	Underwriters Laboratory Approval	Capacity of Battery—Ampere Hour Rating	Number of Motors	Chain Drive	Hydraulic (Cylinder)	Fluid Drive		Gas-Electric Generator	Position of Control					



Model	Capacity	Platform Height	Chain Lift	Hydraulic Lift	Worm Drive	Engine	Drive	Opt.	Other	Notes
<b>MERCURY—Platform Lift (Low)</b>										
A-1000	3000	2700	50	133 1/2	28	97	32	41 1/2	40	7
A-1010	6000	4650	60	153 1/2	34	112 1/2	40	41 1/2	40	11
<b>TRUCLIFT—Platform Truck</b>										
Mink	4000	3470	62	163 1/2	32	120	40 1/2	50 1/2	54	50 1/2
Other	6000	3550	62	183 1/2	32	120	40 1/2	50 1/2	54	50 1/2
Beaver	8000	3945	64 1/2	18	32	126	47 1/2	58 1/2	54	58 1/2
Badger	10000	4015	64 1/2	19	32	126	40 1/2	58 1/2	54	58 1/2
<b>UNITRACTOR—Lift Truck</b>										
BL	2000	600	72	38	102	40	89 1/2	46	3	3
<b>YALE—Low Lift</b>										
KM-4L	4000	2160	47	24 1/2	11 1/2	98 1/2	29	50	42	85
K23E-4	4000	3300	63	35	17	113	41	56	46	100
K23E-6	6000	3650	63	36	17	115 1/2	44 1/2	54	46	100
K26S-10	10000	4225	59	39 1/2	17 1/2	125 1/2	47	58	54	110
K26S-16	16000	5360	79	39 1/2	18 1/2	119	45	60	54	110
<b>AUTOMATIC—High Lift</b>										
TLN-2	4000	3650	110	65	15	34 1/2	39	79 1/2	60	97
TLN-3	6000	4300	120	65	16 1/2	35	116 1/2	41	81	46
TLU-5	10000	6000	135	78	11 1/2	34	120 1/2	41	83	62
<b>BAKER—Hy-Lift</b>										
H-10	20000	9870	*	*	*	Built to Spec	to Spec	to Spec	to Spec	to Spec
H-15	30000	9825	*	*	*	Built to Spec	to Spec	to Spec	to Spec	to Spec
<b>CRESCENT—Trucks, Tearing</b>										
SCLT-3	3000	2000	40	25 1/2	13 1/2	95	103	34	89	5
SCNT-3	2700	2700	53	33 1/2	17 1/2	116	42	97	96	5
NCRE-4	4000	4150	63 1/2	35	17 1/2	123	42	111	48	100
NCTE-6	6000	4500	60	36	17 1/2	123	42	111	48	100
NCTE-10	10000	5200	66 1/2	37	128	128	42	111	48	100
<b>EASTON—Tier Lift</b>										
TLC-4	4000	3650	62	16 1/2	32	119	41	83	46	98
TLC-6	6000	3800	62	16 1/2	32	119	41	83	46	98
TLC-6-8	8000	4600	68	16 1/2	32	119	41	83	46	98
<b>ELWELL-PARKER—High Lift</b>										
E-11	4000	3150	50 1/2	11 1/2	26 1/2	97 1/2	31	83	46	88
E-2	4000	3700	55 1/2	16 1/2	30 1/2	119 1/2	38	83	46	88
ELN-6	6000	4750	65	16 1/2	30 1/2	126	42 1/2	83	40	99
ELN-8	8000	5000	69	17 1/2	30 1/2	132	42 1/2	83	63	122
ELN-10	10000	6025	70 1/2	16 1/2	30 1/2	137 1/2	43	95	65	127
<b>MERCURY—Platform Lift (High)</b>										
A-1006	3000	2200	50	13 1/2	28	97 1/2	32 1/2	47	82	40
A-1001	6000	3700	60	15 1/2	34	114	41 1/2	111	96	40
A-1013	10000	4500	71	15 1/2	24	120 1/2	40	111	105	38 1/2
<b>TRUCLIFT—Platform Truck</b>										
Leonard	4000	5035	64	16 1/2	32	128	40 1/2	82 1/2	50 1/2	50 1/2
Puma	6000	5070	64	16 1/2	32	128	40 1/2	82 1/2	50 1/2	50 1/2
<b>YALE—High Lift</b>										
K25-6	6000	4750	64	36	17	121 1/2	43 1/2	83	48	102
Basic Model—K33-10	10000	7550	70	39 1/2	17 1/2	145	45	83	64 1/2	124 1/2
<b>BAKER—Hy-Lift</b>										
HB-1 1/2	3000	3400	57	12 1/2	25	103 1/2	32 1/2	88	45	92
HB-2	4000	3550	57	12 1/2	25	103 1/2	32 1/2	88	45	92
HA-2	4000	3650	69	12 1/2	31 1/2	115 1/2	38 1/2	88	54 1/2	115
H-2	4000	3550	64	16 1/2	31 1/2	115 1/2	38 1/2	88	46	96
H-3	6000	4200	64 1/2	16 1/2	31 1/2	123 1/2	38 1/2	88	43 1/2	105 1/2
H-5	10000	5450	67	16 1/2	32 1/2	121 1/2	42	88	56	116

\*—Depends on Size and Type Selected.

■—Platform Height.

↑—Chain Lift.

†—Hydraulic Lift.

§—Worm Drive.

# Economy LIFTERS



## Engineered for Stability, Strength and Long Life

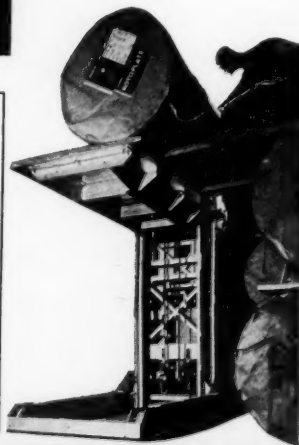
Safe, sturdy, easy to operate, equipped with distinctive Economy hoisting units, these Lifters handle any type of load up to 5000 lbs.

Platform areas and skid lifts to suit your needs. Hand or electric models.

Low platform Lifters with base and platform arms of solid steel bars, shallow in depth, and with small ball bearing rollers replacing large base wheels, now bring load platforms within 2 1/4 inches of the floor.

**Shovel Racks** give long, hard service with economy and ease of handling. All steel arc welding, balanced tubular handle, solid rubber wheels. Two sizes.

"Built like a Bridge Truss"



**ECONOMY ENGINEERING CO.**  
2651 VAN BUREN ST., CHICAGO, ILL.

### TRUCKS, ELEVATING PLATFORM (Continued)

TRADE NAMES  TYPES  MODEL NAME OR NUMBER	Carrying Capacity in Pounds	Weight Complete Unit (Gas Op.) or Unit and Battery Separate (Elec. Op.)		Wheel Base (Inches)	Wheel Tread (Inches)		Overall Truck Dimensions (Inches)			Turning Radius (in Inches)		Speed of Travel (Full Load)				Platform Data			DRIVE MOTIVE POWER								Types of Tires																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
		Unit	Battery		Front	Rear	Length	Width	Height (Normal)	Inside Edge	Outside Edge	Forward (M.P.H.)	Reverse (M.P.H.)	Lift (F.P.M.)	Height of Lift (Inches)	Width (Inches)	Length (Inches)	Gasoline				Electric				Position of Control																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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ELWELL-PARKER—High Lift E-11T	4000		3700	53 1/4	11 1/2	26 3/4	100 1/4	31	83	46	88	4 1/2	14	124	18 1/2	41																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											</

When writing the manufacturers for illustrated catalogs, please mention D and W.

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# TRUCKS, PLATFORM

TRADE NAMES  TYPES  MODEL NAME OR NUMBER	Carrying Capacity in Pounds	Weight Complete Unit (Gas Op.) or Unit and Battery Separate (Elec. Op.)		Wheel Base (Inches)	Wheel Tread (inches)		Overall Truck Dimensions (inches)			Turning Radius (in inches)		Speed of Travel (Full Load)		Platform Data			DRIVE MOTIVE POWER								Types of Tires																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
		Unit	Battery		Front	Rear	Length	Width	Height (Normal)	Inside Edge	Outside Edge	Forward (M.P.H.)	Reverse (M.P.H.)	Height of Lift (Inches)	Width (Inches)	Length (Inches)	Gasoline				Electric							Position of Control																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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<b>BAKER—Platform Trucks</b>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														

\*—Depends on Size and Type Selected.      §—Worm Drive.

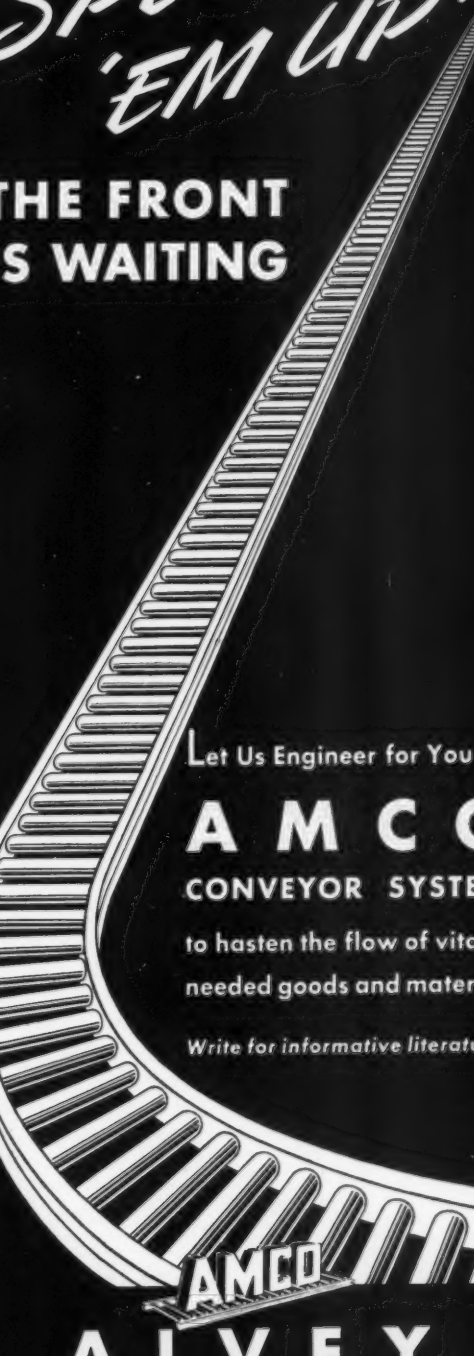
**TRACTORS, 4 WHEEL INDUSTRIAL**

[illegible]



[illegible]

\*— Depending on size and type selected



**SPEED  
'EM UP...**

**THE FRONT  
IS WAITING**

Let Us Engineer for You an  
**AMCO**  
CONVEYOR SYSTEM

to hasten the flow of vitally  
needed goods and materiel.

Write for informative literature.

**AMCO**

**ALVEY**  
CONVEYOR MANUFACTURING CO.  
**ST. LOUIS**

REPRESENTATIVES IN PRINCIPAL CITIES

## TRAILERS, INDUSTRIAL

TRADE NAMES TYPE MODEL NAME OR NUMBER	Trailer		Wheel Tread in Inches	Overall		Turning Radius		TYPES OF WHEELS				TYPES OF TIRES			
	Weight (lbs.)	Capacity		Length (inches)	Width (inches)	Inside Edge (inches)	Outside Edge (inches)	Caster	5th Wheel Steer	Reversible	Diameter of Wheel (inches)	Face of Wheel (inches)	Pneumatic	Molded on	Pressed on
BUSCHMAN—4 Wheel Side Dump.....	800	1 1/4 yds.		75	40		72		✓		12	2 3/4		✓	
CLARK (III)—4 Wheel 515.....	450	2 tons	21 1/4	72	36			✓			F-10 R-12	F-3 R-3 1/2		✓	
516.....	500	3 tons		72	36				✓		12	3 1/2		✓	
320.....	600	3 tons		72	36				✓		16	3 1/4		✓	
CLARK (Mich.)—4 Wheel Wood.....	535	2 tons													
Steel.....	609	2 tons						✓			F-10 R-12	F-3 R-3 1/2		✓	
Jumbo.....	764	2 tons						✓			F-10 R-12	F-3 R-3 1/2		✓	
Quad—6 Wheel.....	863	4 tons						✓			F-10 R-12	F-3 R-3 1/2		✓	
Fifth.....	660	3 tons						✓			F-10 R-12	F-3 R-3 1/2		✓	
Quint.....	1160	4 tons							✓		15	3 1/2		✓	
EWC—4 Wheel 1002.....	485	2 tons		72	36			✓			F-10 R-12	F-3 R-3 1/2		✓	
W-2.....	690	2 tons		72	36				✓		16	3		✓	
W-3.....	835	3 tons		96	36				✓		16	4		✓	
W-5.....	1320	5 tons		96	48				✓		18	5		✓	
GL-3.....	980	3 tons		72	36				✓		16	4		✓	
RR-5.....	1300	5 tons		96	48				✓		18	5		✓	
WS-3.....	1050	3 tons		108	42				✓		16	4		✓	
WS-5.....	1585	5 tons		108	48				✓		16	5		✓	
KP-1 1/2 T.....	510	1 1/2 tons		72	36				✓		4 00	8		✓	
KP-2 1/2 T.....	750	2 1/2 tons		96	48				✓		6 00	9		✓	
W-Dump.....	690	3 1/4 yd.		64	44				✓		16	3		✓	
W-Dump.....	910	1 yd.		64	44				✓		16	3		✓	
W-Dump.....	1290	1 1/2 yds.		90	53				✓		16	3		✓	
W-Dump.....	1610	2 yds.		113	57				✓		16	4		✓	
Quik-Dump—2 Wheel.....	580	1 yd.		50	44				✓		16	4		✓	
End-Dump—2 Wheel.....	1400	2 yds.		70	63				✓		32	5		✓	
End-Dump—2 Wheel.....	1750	3 yds.		78	84				✓		40	5		✓	
HANSON—Machinery															
P-10.....	8200	10 tons		168	96				✓						
P-15.....	12500	15 tons	54	69	96				✓						
P-20.....	15200	20 tons	58	75 1/2	96				✓						
P-30.....	20000	30 tons	67 1/2	216	96				✓						
P-40.....	22000	40 tons	67 1/2	240	108				✓						
MERCURY—4 Wheel A-310.....	5000	2 tons	21	72	36			✓			F-10 R-12	F-3 R-3 1/2		✓	
A-510.....	5000	2 1/2 tons	22	72	36										
NOTHING—4 Wheel 3 Models.....	Var.	Var.	20	80	36			F-2			Var.	Var.		✓	
PONY EXPRESS—4 Wheel	388	1 1/2 tons	28	28	36						F-10 R-12	2		✓	

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### TRACTORS, 3 WHEEL INDUSTRIAL

For Names and Addresses of Manufacturers, see page 31.

TRADE NAMES	Tractor Weight, Complete Unit if (Gas. Op.) or Unit and Battery Separate if (Elec. Op.)	Wheel Base in Inches	Wheel Tread in Inches		Overall		Turning Radius		Number of Speeds		Travel Speed Full Load M. P. H.	MOTIVE POWER						Draw Bar Pull		Types of Wheels			Types of Tires					
			Front	Rear	Length (inches)	Width (inches)	Radius		Forward	Reverse		Gasoline				Electric		Normal	Ultimate	Reversible	Diameter of Wheel (inches)	Face of Wheel (inches)	Pneumatic	Pressed on Solid Tire	Steel			
							Inside Edge (inches)	Outside Edge (inches)				Make of Engine	Horsepower	No. of Cylinders	Type of Starter	Underwriters Laboratory Approval	Type of Motor									Horsepower of Motor	Battery Capacity Ampere Hour Rating	Gas-Electric Generator
BAKER—3-Wheel TS.....	2100	40	.....	30	74½	38	4	63	3	3	4½	4½	.....	.....	.....	.....	SW	.....	.....	.....	Opt.	475	2000	20	5	✓	✓	.....
BANTY—3-Wheel A-440-15.....	3000	42	.....	35	72½	40	.....	54	3	1	8	9	Waukesha	16 9	4	Elec.	Yes	.....	.....	.....	.....	1000	2000	R-20 F-15	5	.....	.....	.....
CLARKAT—3-Wheel Standard.....	2700	41	7	32	67½	38¼	6	57	3	1	10	4.4	Cont.	30	4	Elec.	Yes	.....	.....	.....	.....	1000	2000	.....	.....	.....	.....	.....
Heavy.....	3170	41	7	32	67½	38¼	6	57	3	1	10	4.4	Cont.	30	4	Elec.	Yes	.....	.....	.....	.....	1600	2600	.....	.....	.....	.....	.....
CRESCENT—3-Wheel LTW Twin Front Wheel.....	1500	32	7	24½	52	30	4	49	3	3	3.5	3.5	.....	.....	.....	.....	.....	.....	.....	Opt.	250	1100	✓	R-16 F-12	3½	.....	.....	.....
NTS.....	2650	42	.....	36	72	40½	.....	62	4	4	5	5	.....	.....	.....	.....	.....	.....	.....	Opt.	475	2200	✓	R-20 F-16	3½	.....	.....	.....
NTW Twin Front Wbl.....	2760	42	10½	36	72	40½	.....	62	4	4	5	5	.....	.....	.....	.....	.....	.....	.....	Opt.	475	2200	✓	R-20 F-15	3½	.....	.....	.....
ELECTRIC TUG—3-Wheel A-540.....	3500	45	.....	35	74	41	.....	67	3	3	4	4	.....	.....	.....	.....	SW Auto	225 to 500	.....	Opt.	600	2000	.....	R-20 F-15	3½	.....	.....	.....
SHOP MULE—3-Wheel A2.....	3400	44	12	34	76	39	.....	62	4	1	10	27½	L.H.C.	23	4	Elec.	Yes	.....	.....	.....	2600	2600	.....	.....	.....	Op	✓	.....
A3.....	3400	43½	34	34	76	39	.....	64	4	1	10	27½	L.H.C.	23	4	Elec.	Yes	.....	.....	.....	2600	2600	.....	.....	.....	Op	✓	.....
UNITRACTOR—3-Wheel AT.....	300	32	.....	38	53	38	.....	46	1	1	3	3	B. & S.	1½	1	Manual	.....	.....	.....	.....	.....	.....	.....	32	6	.....	✓	.....

\*—Depends on size and type selected.

## Personnel

Leo J. Coughlin, vice-president of the Chain of Tide-water Terminals and Inland Warehouses, is another of the key industry men who have been appointed to Army posts important to the war program. Colonel Coughlin is chief of the Transit Storage Div., Office of the Chief of Transportation, Services of Supply, with headquarters in Washington, D. C.

Under Colonel Coughlin's division comes the jurisdiction and operation of 9 Holding and Reconsignment points, located at strategic transportation centers in various parts of the United States, and approximately 24 hrs. rail distance from major ports.



Colonel Leo J. Coughlin

The Holding and Reconsignment points were planned and built as relief centers for the ports, namely, to prevent congestion at the principal ports of the country. When there is a likelihood of congestion, the Transportation Service will stop freight at these points for temporary holding, pending relief of a given situation at a port.

The freight originally comes from the production lines of the country under a release of the Traffic Control Div. of the Office of the Chief of Transportation Service, and only freight so released for water movement is handled at the Holding and Reconsignment points. Therefore, these points have to be prepared for unusual and unexpected movements.

The freight released from the production lines for storage accumulation does not find its way into Holding and Reconsignment points, this latter class of freight being handled by the General Depot Service of the War Dept. in General Depots. The Holding and Reconsignment points are equipped with all possible modern handling equipment, and are especially constructed for the expeditious handling of freight from and to railroad car or motor truck.—*Manning.*

Frank Cole, general manager, Radio Warehouse Co., Kansas City, Mo., has been appointed to membership on the Warehouse Advisory Board to the O.D.T. He succeeds D. S. Adams president, Adams Transfer & Storage Co., also of Kansas City, who has been called into active duty as a Colonel in the Army.—*Manning.*

George G. Roddy has resigned as vice-president and general manager of Interlake Terminals, Inc., to accept an appointment on the staff of Col. L. M. Nicholson, Director of Storage, Office of Defense Transportation, Washington, D. C. H. J. Lushbaugh, who was associated with the American Hawaiian Steamship Co. for

22 yrs., the last 10 as district freight agent, has been appointed manager of the Interlake Terminals' New York office.

H. Harley Gibson, former Eastern general agent for the board of commissioners of the Port of New Orleans, has been made director of commerce at New Orleans, succeeding E. O. Jewel, now general manager of the port. Mr. Gibson, formerly stationed at Chicago, has been with the board for more than 8 yrs.

S. P. Beatty has been appointed general traffic manager of Best Foods, Inc., New York, succeeding J. B. Elkins, retired because of illness.

John T. McCormack has been elected president and general manager of Independent Warehouses, Inc., New York City, succeeding Edward H. Maxwell, who died on April 20. Mr. McCormack has been the firm's vice-president since 1934 and a director for 3 yrs. He joined Independent, when it was organized in 1919, as a clerk and subsequently rose to bookkeeper and then to superintendent. Richard Mason continues as secretary-treasurer.

Wm. B. Carlson, secretary of the Central Warehouse Co., St. Paul, was elected president of the Minnesota-Northwest Warehousemen's Assn. at its late April annual meeting in Minneapolis. Arthur L. Carr, manager and operating executive of the Northwest Warehousing Co., Minneapolis, was elected vice-president, and Ferris B. Martin, secretary-treasurer. The board of directors consists of: Messrs. Carlson, Carr and J. J. Olmscheid, C. Geo. Gohlke, Dan Shirley, W. L. Davis, George L. Gross, Ray Hall, Russell Johnson, S. J. Schneider, and Fred Snodgrass.

J. W. Witherspoon, regional traffic manager, U. S. Rubber Co., Los Angeles, is the new president of the California Council of the American Institute of Traffic Management, which recently concluded its 3rd annual convention at Oakland, Cal. Other officers elected: executive vice-president, George Cron, regional traffic manager, Chevrolet Co., Oakland; treasurer, Frank Powers, regional traffic manager, Sears Roebuck & Co., Los Angeles; secretary, J. R. McIntyre, traffic counselor, Los Angeles.

John W. Terreforte, executive-secretary of American Chain of Warehouses, Inc., is down with pneumonia and is confined at home under a nurse's care. A "strep" throat started his trouble which at first developed into pleurisy and ended in pneumonia. "Terre," we are informed, is making progress towards recovery to health.

Rear Admiral William B. Young has become Paymaster General of the Navy and Chief of the Bureau of Supplies and Accounts. He will be responsible for the procurement, purchase, receipt, custody, warehousing, issue and shipment of supplies, fuel and other materials of the Navy. He succeeded Rear Admiral Ray Spear, who has reached the statutory age limit.—*Manning.*

Captain A. M. Peabody, Puget Sound Navigation Co. is chairman of the Seattle Coastwise and Intercoastal Carriers' Advisory Committee, appointed by O.T.D. Director Eastman to cooperate on port and shipping problems with E. R. Holsborn, Director of O.D.T.'s Div. of Coastwise and Intercoastal Transport. Other members of the Seattle committee are: H. J. Hart, president of the Puget Sound Tug and Barge Co.; and C. H. Carlander, president of the Puget Sound Freight Lines.

(Continued on page 73)



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with

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Rolls Cases or Cartons to any part of your plant, efficiently! Sturdily constructed reversible curves and straight sections for any portable or permanent installation. The modern gravity conveyor used wherever low-cost handling is needed. Our engineers are ready to help solve your problems, too!

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Can Ship Safely With

## CRESCENT BOX STRAPPING

- Here is a NEW source of supply capable of making quick delivery in large quantity to industries engaged in defense work.

- This Strapping is made to Federal Specifications for Army and Navy requirements, as well as commercial use.

Also

### ELECTRO-GALVANIZED STEEL STRIP

in widths from 1/4" to 2" and .010" to .070" thick

CRESCENT INSULATED  
WIRE & CABLE CO.  
TRENTON, N. J.

Specify  
DARNELL  
and you get  
many advantages  
not found in ordinary  
Casters and  
Wheels . . . . .

## DURABILITY LIGHTNESS STRENGTH



*Yours*  
FOR THE  
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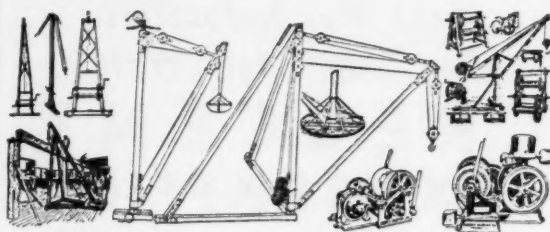
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LONG BEACH, CALIF. CLINTON, CHICAGO, ILL.



# Darnell

## CASTERS & WHEELS

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COMPLETE LINE OF  
DERRICKS, WINCHES  
AND HOISTS  
  
SASGEN DERRICK CO.

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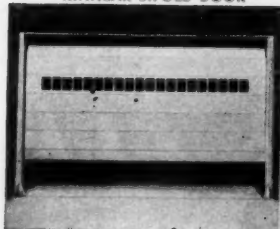
## DOORS FOR TODAY'S BUILDINGS



KINNEAR ROLLING DOOR



KINNEAR BIFOLD DOOR



KINNEAR RoL-TOP DOOR

To get the fullest measure of door convenience and efficiency needed for today's — and tomorrow's — faster commercial and industrial pace, install Kinnear Doors. Their smooth, easy upward action saves floor and wall space . . . keeps the doors out of the way, out of reach of damage when open . . . is the most efficient type

IT PAYS TO CALL ON  
DOOR SPECIALISTS —  
CONSULT KINNEAR!

of door for motor operation . . . protection against theft, windstorms and accidental damage. Kinnear all-metal doors give extra protection against fire, riot and sabotage.

Kinnear Doors are built to fit any opening. Write for complete data today. The Kinnear Manufacturing Co., 1240-50 Fields Ave., Columbus, Ohio.

SAVING WAYS IN DOORWAYS

**KINNEAR**  
ROLLING DOORS

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Agents in the principal cities

### Versatility—for a variety of work—under various conditions

Loading, unloading, transporting — If it's materials handling, Krane Kar will do it faster, safer, better. Small overall height, short turning radius, "live boom," and other advanced features provide automotive versatility. Write for Bulletin 55, for illustrations and specifications.

**Krane Kar**  
SWING BOOM TRACTOR CRANE

2½, 5, and 10 TON CAPACITIES  
SILENT HOIST WINCH & CRANE CO., 857 63RD ST., BROOKLYN, N.Y.

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Clark Trutractor . . . . .  
Farquhar Co., Limited, A. B. . . . .  
Filter Paper Co. . . . .  
Haslett Chute & Conveyor Co. . . . .  
Metzgar Co. . . . .  
Standard Conveyor Co. . . . .

### COVERS (Piano)

New Haven Quilt & Pad Co. . . . .  
Self-Lifting Piano Truck Co. . . . .

### CRANES (Industrial Truck)

Baker-Raulang Co. . . . .  
Elwell-Parker Electric Co. . . . .  
Silent Hoist Winch & Crane Co. . . . .

### CRANES (Overhead)

Electro Lift, Inc. . . . .

### DERRICKS

Sasgen Derrick Co. . . . .

### DOLLIES

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Self-Lifting Piano Truck Co. . . . .

### DOORS (Rolling)

Kinnear Manufacturing Co. . . . .

### ELEVATORS (Portable or Stationary)

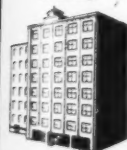
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Buschman Co., E. W. . . . .  
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Sedgwick Machine Works. . . . .  
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# Sedgwick

## Electric and Hand Power HOIST EQUIPMENT FOR SPECIAL PURPOSES

THE immediate job is to keep materials moving—faster and better than ever before. Vertical transportation in the warehouse can become a "choke point". Let the skill and experience of Sedgwick engineers help you overcome any lifting problems in the handling of all types of loads between floors.

Write for  
Catalog



Since 1893, Sedgwick has specialized in the design and manufacture of lift equipment to meet normal and special requirements.

Correspondence Invited

Established 1893

**SEDGWICK MACHINE WORKS**  
155 WEST 15th STREET NEW YORK

## Dumb Waiters & Elevators

### FORK TRUCKS

Automatic Transportation Co.	Second Cover
Baker-Raulang Co.	1
Clark Tractor	8
Elwell-Parker Electric Co.	37
Mercury Manufacturing Co.	21
Townmotor Co.	Back Cover
Vaughan Motor Co.	Front Cover

### HOISTS (Hand or Powered)

Electro Lift, Inc.	25
Sasgen Derrick Co.	60
Self-Lifting Piano Truck Co.	63

### INSECTICIDES

Solvay Sales Corp.	61
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### JACKS (Lift)

Nutting Truck & Caster Co.	29
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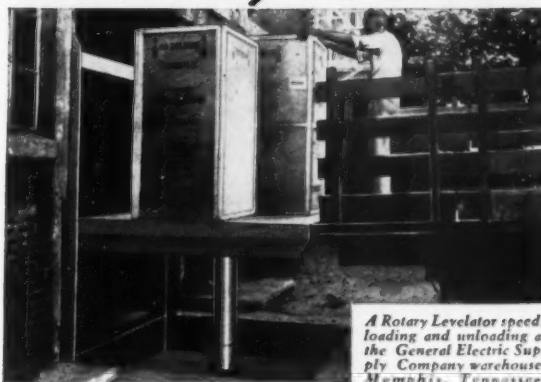
### LIFTS, SPECIAL (Hand)

Economy Engineering Co.	52
Revolator Co.	62
Self-Lifting Piano Truck Co.	63

### MACHINES, STRAPPING

Acme Steel Co.	27
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## Straighten out LOADING KINKS with Rotary Levelators



A Rotary Levelator speeds loading and unloading at the General Electric Supply Company warehouse, Memphis, Tennessee.

**THE BOTTLENECK.** Skidding heavy merchandise up inclines, into trucks or between floor levels is slow, requires excessive manpower, and is an accident hazard.

**THE "ANSWER."** Install a Rotary Levelator! These simple, Oil-hydraulic lifting devices permit the handling of heavy loads with ease by a single operator... are fool-proof... rapid acting... sturdy and dependable. Operation is by an electric oil pumping device, or by your own compressed air when available. Control is by simple hand lever or by push-button.

**OUT OF THE WAY WHEN DOWN.** When fully lowered the Levelator platform actually forms part of the floor and offers no obstruction at all to normal traffic running over it... Write for Levelator Manual... Rotary Lift Company, 1050 Kansas Street, Memphis, Tennessee.



## Prevent Damage From Moths!

USE

# SOLVAY PARA-DICHLOROBENZENE

Para-dichlorobenzene, properly used, is recommended by the U. S. Dept. of Agriculture as an actual moth killer. Kills moth larvae and also deodorizes as it prevents moth damage.

Write for complete folder containing simple, easy-to-follow instructions. Prices for 100 and 200 lb. drums on request. Write today to Dept. DX-742.

**SOLVAY SALES CORPORATION**

Alkalies and Chemical Products Manufactured by  
The Solvay Process Company

40 RECTOR STREET, NEW YORK, N. Y.

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# Yes, You Can Still Get Them! DEFENDER PADS and FORM-FIT COVERS at ceiling-protected normal prices

This is not the time to let your supply of Defender Pads and Form-Fit Covers run low. Too much uncertainty about materials and future deliveries. At present, we can still give you the same quality and service that have made Defender Pads and Form-Fit Covers so popular.

That famous three inch square construction; that one-piece felt filling (can't bunch or shift); that tough, fast-color khaki cover; that strong binding all-around—they're all still to be found on Defender Pads. Write for prices. You'll find them attractive.

**NEW HAVEN QUILT & PAD CO.**  
82 FRANKLIN ST., NEW HAVEN, CONN.



## ELEVATORS

Portable Elevators  
Hydraulic Elevators  
Traction Elevators  
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Car & Machine Loaders

FOR  
GREATER  
WAR  
PRODUCTION

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for Skid Handling  
Tin Plate, Cable  
Reels  
Send for Bulletin  
"D. W."

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## HOTEL PHILADELPHIAN FORMERLY HOTEL PENNSYLVANIA

DANIEL CRAWFORD, Jr., Manager  
39th and CHESTNUT STREETS  
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Our courteous and competent staff will give you the utmost in friendliness, comfort and service. Conveniently located to all stations, and only five minutes away from the heart of the business section.

600 ROOMS each with bath from \$3.00 up

RADIOS IN EVERY ROOM

Lounge and Restaurants. Unrestricted Parking to 3 a.m.

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Clark Tractor  
Hebard & Co., W. F.  
Mercury Manufacturing Co.  
Towmotor Co. .... Back Cover

## TRAILERS, INDUSTRIAL

Buschman Co., E. W.  
Clark Tractor  
Easton Car & Construction Co.  
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Mercury Manufacturing Co.  
Nutting Truck & Caster Co.

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## TO MEET EXACT TRUCK NEEDS

PLATFORM and HAND NOSE TRUCKS for various Warehouse and Cargo use.

Write for details and prices.



OS Trucks with round corners, no projecting parts.

Fig. 202-4  
A popular Warehouse Truck

**ORANGEVILLE MFG. CO.**  
Orangeville (Col. Co.), Pa.

## TROLLEYS (Hand or Electric)

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Electro Lift, Inc.	25

## TRUCKS, ELEVATING PLATFORM (Powered)

Automatic Transportation Co.	Second Cover
Baker-Raulang Co.	1
Clark Tractor	8
Easton Car & Construction Co.	5
Elwell-Parker Electric Co.	37
Mercury Manufacturing Co.	21

## TRUCKS, PLATFORM (Hand)

Buschman Co., E. W.	45
Nutting Truck & Caster Co.	29
Orangeville Mfg. Co.	63
Paris Foundry & Machine Works	63
Standard Pressed Steel Co.	4

## TRUCKS, PLATFORM (Powered)

Automatic Transportation Co.	Second Cover
Baker-Raulang Co.	1

## TRUCKS, SPECIAL (Hand)

Economy Engineering Co.	52
Nutting Truck & Caster Co.	29
Self-Lifting Piano Truck Co.	63

## TRUCKS, STEVEDORE

Nutting Truck & Caster Co.	29
Orangeville Mfg. Co.	63
Self-Lifting Piano Truck Co.	63
Standard Pressed Steel Co.	4

## WHEELS (Industrial Truck)

Darnell Corp., Ltd.	59
Electric Wheel Co.	63
Metzgar Co.	37
Nutting Truck & Caster Co.	29

## WINCHES (Hoisting)

Electro Lift, Inc.	25
Sagen Derrick Co.	60
Silent Hoist Winch & Crane Co.	60

**WITH EWC TRAILERS-**

**You Can Handle Materials EASIER-FASTER-CHEAPER**

High-pressure production requirements make minutes more precious than ever! That's why more and more plants, factories and warehouses are acquiring EWC trailers for efficient handling of materials.

Illustration shows our caster type trailer with automatic coupler; hook or chain type couplers available. Many different types and capacities for every conceivable need. Write today for full data. Address Dept. DW.

**EWC TRAILERS**

**ELECTRIC WHEEL CO., Quincy, Ill.**

**PARIS TRUCKS — PLATFORMS**

*Built for LASTING SERVICE*

Especially designed for handling merchandise in warehouses, factories, etc. Well ironed and substantially braced throughout. Tops of specially seasoned and surfaced hardwood. Platform legs and truck wheels designed and placed for maximum strength and are non-tipping. Easy to maneuver in close spaces.

Paris offers the most in truck and platform construction for your money. Write today for illustrated folder giving full specifications on these and other models. We also build to your special needs.

**PARIS FOUNDRY & MACHINE WORKS—PARIS, ILL.**

**Low Cost HAND TRUCKING**

**SAF-T-LIFT HAND TRUCKS FOR**

Refrigerators, Ranges, Pianos, Air Conditioners, Bottle Coolers and Dispensers, "Juke Boxes," Grates, Cartons, Cases, Etc.

Scientifically designed for easy handling and maneuvering—built to stand the gaff of constant, hard service. Special purpose and standard types. Write for bulletin and prices.

**SELF-LIFTING PIANO TRUCK CO. Findlay, Ohio**

When writing the manufacturers for illustrated catalogs, please mention D and W.

# FROM The Capital

## 11 New Depots Planned by War Department

A POST-WAR problem which warehouse operators must cope with is coming into focus as the armed services continue expansion of their own storage facilities for food, munitions and other supplies—11 new depots to be added with capacities ranging from 1,500,000 to more than 5,000,000 sq. ft. of space.

Whether these structures will be demolished after the war has not been decided. If they are, the problem is solved. If they are retained for storage of military equipment, the competition with private warehousing may not be significant—but, if they are sold to private interests, as much of World War No. 1's construction was, the problem will become one of magnitude.

During July, August, and September, 11 new depots will be added to the nation-wide network of great Army storage plants that will eventually house the huge reserve of food, munitions, and other equipment needed to defeat the Axis, the War Dept. has announced.

The new plants will be under the control of the General Depots Service of the Services of Supply, which operates a system of General and War Aid Depots that are designed to receive every type of equipment needed by our troops and our Allies. The great piles of material in the depots will be a decisive factor in sustaining the momentum of the allied offensives, when the time comes for launching them.

Meanwhile, from warehouses already in operation, the General Depot Service and the other supply services are meeting current needs by maintaining a continual flow of thousands of tons of supplies daily for the troops in training at home, for the United States expeditionary forces in distant outposts, and for the allied nations that receive Lend-Lease equipment. These warehouses, with storage capacity ranging from about 1,500,000 to more than 5,000,000 sq. ft., contain everything from needles to pontoon boats.

Each General Depot consists of a large enclosed area containing dozens of one-story warehouses,

acres of ground for open storage, and railroad trackage. Many of them are operating 24 hrs. a day, and some of them pour out more than 100 carloads of material daily. Under the command of Army officers, the depots are maintained by staffs of civil service employees numbering as high as 3,000.

The General Depots are divided into sections that store the equipment required by the various branches of the Army. Thus, a single depot may have separate areas for each of the following arms of services: the Quartermaster Corps, the Corps of Engineers, the Medical Corps, the Ordnance Department, the Signal Corps and the Chemical Warfare Services.

### Branch Depots

In addition to the General Depots with their great variety of equipment, the Army also maintains scores of so-called Branch Depots which are controlled by the various branches of the Army. In these, each branch stores only the equipment peculiar to itself. Such depots are operated by the arms and services already named. Furthermore, there are a few special types of storage establishments, such as the Quartermaster Motor Depots for motor equipment only, the Quartermaster Remount Depots for horses and mules, Transit Depots, and depots at the Ports of Embarkation.

The Transit Depots are holding and reconsignment points for supplies awaiting shipment through the Ports of Embarkation. They act as safety valves against congestion. If scheduled shipping is delayed, supplies enroute to a port are diverted to a Transit Depot, unloaded from freight cars and held until ships are available. Thus, congestion at the ports is avoided and freight cars released for essential use elsewhere. The Transportation Service of the Services of Supply controls the Transit Depots and the depots at the ports.

All types of depots have been strategically located to take into account such factors as flexibility of transportation, storage and distribution. Many of them are established close to the great indus-

trial centers so that the factories may pour their products into them with a minimum of time and transportation facilities. Others are located near the training centers to make their stocks available to the expanding Army of the United States. And finally, some of the depots are close to the Western, Eastern, and Southern coastlines, and the Great Lakes, backing up the Ports of Embarkation. This simplifies the problem of coordinating the shipments of supplies with the departure of the troops that will use them abroad.

The depots maintain certain levels of supply, based on experience tables, in order that they may always have a reserve on hand to meet all needs, whether it be food for a nearby training camp or additional munitions for a task force several thousands of miles away. The maintenance of prescribed levels of supply is one of the factors governing the distribution of supplies from the factories to the various depots.—Manning.

### President Sponsors Truck Conservation Plan

President Roosevelt has taken personal sponsorship of a plan to organize truckers and the firms which service them into a gigantic civilian force to be known as "U. S. Truck Conservation Corps."

As the name suggests, prolonging the useful life of present equipment is the objective, and to that end helpful hints will be channeled regularly to operators through the Office of Defense Transportation.

The entire project is on a voluntary basis and the adherence of operators to the conservation program will be evidenced by signed pledges which are in the process of distribution.

The program endorsed by the President is outlined in a special booklet addressed to all owners and drivers of America's motor trucks.

The plan for national conservation of truck transportation was announced by Commissioner John L. Rogers, Director of the Division of Motor Transport, O.D.T.

"We will organize the truck owners of America and all who serve them in maintenance work in a gigantic civil-

an army to be known as the "U. S. Truck Conservation Corps." Commissioner Rogers stated, "and through the regular channels of trade and supply which will be a part of this organization, bring to every truck owner who will cooperate, all the information and help we can muster in keeping those trucks rolling with the minimum amount of tires and parts from our precious stockpiles."

Official insignia will be distributed to truck owners who sign the pledge. The insignia will be a red, white and blue decalcomania which is to be affixed to the right hand cab door of the truck.

William J. Cummings, Chief of the Vehicle Maintenance Section, reviewed the final plan with the Educational Committee of the Council for War Production of the Automobile Manufacturers Assn. at a meeting in Detroit, June 10, at which the plan was endorsed by the committee.—Manning.

#### O.D.T. Changes Back-Load Effective Date

The effective date of the "back-load" clause in General Orders 3, 4 and 5, has been changed from July 1 to July 15, as a result of warnings by distributors of perishable goods that they cannot find return loads approaching the 75% figure.

The effective date of a provision of Orders 3, 4 and 5, banning operation of trucks in over-the-road deliveries unless loaded to 75 per cent of capacity of the return trip,

was originally postponed from June 1 to July 1.

A provision of Order No. 6 with respect to newspapers was relaxed, and newspapers may adopt one of 2 plans for the conservation of equipment. One sets a limit on the number of deliveries a paper may make in one day, with the number to be determined by the population of the area served, and reduced delivery mileage by 25 per cent. The 2nd sets no limit on the number of deliveries on the same day, but requires a 40 per cent reduction in mileage.

The jurisdiction of the local delivery order has been extended to 25 miles beyond the corporate limits of the municipalities.

Trucks engaged exclusively in the pick-up or delivery of telegraphic, radio and cable communication and the U. S. mails have been exempted from the provisions of Order No. 6.

Order No. 6 was relaxed with respect to coal trucks and July 1 was set as the effective date of the mileage reduction program for such vehicles.

The effective date of Order No. 6 with respect to trucks primarily equipped for the transportation of bulk liquids was extended to July 1.

The ODT also announced a plan under which carriers after June 1 could move goods to ports for export from the U. S. without spe-

cial permits, and goods for commercial shipment could not be moved until the War Shipping Agency arrange and approve shipping space on a specific ship. The plan also prohibited Great Lakes carriers from transporting coal to and from certain ports; asked management and labor in motor trucking industries to carry out conservation measures which would restrict deliveries after June 1.

In another announcement, the ODT ordered further revision of General Order No. 6 to include driver-salesmen whose operations extend beyond the local delivery areas defined in the order.

—Manning.

#### 300-Mile Truck Limit Delayed

A War Dept. plan to limit motor truck transportation of its goods to hauls of less than 300 miles has been held in abeyance, following strong representations by Joseph B. Eastman, Director of O.D.T. and officials of the American Trucking Associations, Inc. The order requires that all long-haul shipments for the War Dept. be transported by rail and all short-haul shipments by truck, with short-haul shipments defined as those not exceeding 300 miles or approximately 10 hrs. of driving time.

## States Agree to Reciprocity and Uniform Truck Size and Weight Restrictions

JESSE JONES, Secretary of Commerce and Chairman of the President's Committee on Federal-State Cooperation in the War Effort, has announced that all 48 States have agreed to uniform minimum standard and reciprocal license arrangements with respect to motor transport for the duration of the emergency.

The Secretary in making the announcement expressed the conviction that the Governors of the 48 States and Frank Bane, executive director of the Council of State Governments, had performed a genuine service to the country as a whole in bringing about the elimination of conflicting truck regulations which were hampering war transportation, and one for which they were entitled to great credit and public thanks.

"The action of the Governors of all 48 States," said Mr. Jones, "in agreeing to uniform minimum motor transportation regulations for the period of the emergency—and this action taken by the States themselves within the short period of 10 days—is an outstand-

ing example of what a united nation can do in an emergency, and is eloquent testimony to the spirit of the American people in their determination to let nothing interfere with America's drive for victory."

The movement for the elimination of impediments to the war effort between the States was initiated at the conference called by the Secretary of Commerce May 5, 6, and 7. More than 200 State officials who attended the meetings were informed by the heads of several war agencies that there was serious delay in transporting war materials and equipment to the various strategic areas throughout the United States because of different State laws, rules and regulations governing weight loads, lengths, heights, and so forth, of motor transportation through the different States.

Following the conference President Roosevelt appointed a committee to consider the matter. This committee on May 30 met with the executive committee of the Governor's Conference.

The problem was discussed in detail, and the executive committee agreed:

1. That the solution of this difficulty should be referred to the States;
2. That uniform minimum standards for motor transportation, developed by a number of the States in cooperation with the Bureau of Public Roads and approved by the War Dept., were satisfactory standards for the duration of the emergency;
3. That the Council of State Governments would devote all of its energies toward securing approval of these standards on the part of all the States.

The emergency formula governing minimum sizes and weights of commercial motor vehicles which the governors of the 48 States have approved for the duration of the war, are:

1. Permissible width—96 ins.
2. Permissible height—12½ ft.
3. Permissible length of a single vehicle—35 ft.
4. Permissible length of combination—45 ft.
5. Permissible weight per inch width of tire—600 lbs.
6. Permissible weight on single axle—18,000 lbs.
7. Permissible weight on 2 axles—30,000 lbs.
8. Permissible weight on 3 axles—40,000 lbs.



9. Permissible weight on semi-trailers—40,000 lbs.  
 10. Permissible weight of other combinations 40,000 lbs.—*Manning.*

### Truck Barriers Still Exist

The much-publicized agreement by the governors of the 48 States to cooperate in the elimination of highway barriers has not been fully worked out, as reports continue to pile up that trucks are still being held up and the operators fined because low weight-size limits are still in force. Full reciprocity in regard to license plates, which was announced would go into effect throughout the country, likewise has not yet materialized. It is felt that unless appeals are successful on the part of the truckers and their associations to gain obedience in the various troublesome States to the spirit and letter of agreement, Federal action under broad executive war powers may follow.

### Export Shipping Rules Revised June 9

Revised instructions to shippers governing movement of goods into the United States ports for foreign shipment were issued by the O.D.T. on June 9.

Shippers now are not required to apply directly to the War Shipping Administration or the British Ministry of War Transport for permission to move export goods through the ports.

Actually, the order directs traffic movement and gives instructions to all carriers, whether common, contract, or private, including railroads, express companies, freight forwarders, trucks, and barge lines handling export freight.

The revised order defines "export freight" and "overseas shipment" to mean any freight shipment, whether carload, truckload, bargeload, or less-than-carload, truckload or bargeload, destined for movement offshore from any port in the United States.

The regulations further define "O.D.T. block permits," "O.D.T. unit permits," "commercial shipments," "license number" (to be issued by the Office of Export Control, Board of Economic Warfare), the term "bank" which means any export freight which may be shipped to a port in the United States under either an O.D.T. block permit or O.D.T. unit permit without first securing steamship space, and the terms "release" and "priority."

Unit permits for United States shipments by rail or express will be issued by G. C. Randall, manager, Port Traffic, Assn. of American Railroads, 30 Vesey Street, New York City, and by his outside offices located in the following cities: Mobile, Ala.; New Orleans and Lake Charles, La.; Houston, Tex.; Atlanta, Ga.; San Francisco, Cal.; and Seattle, Washington. If there is no office at a port, application is to be made to the nearest office.

Unit permits for shipments via truck will be issued by the field managers of the field offices of the Div. of Motor Transport, O.D.T., located in the following cities: Boston, Mass., Baltimore, Md., Charleston, S. C., Dallas, Tex., Jacksonville, Fla., New Orleans, La.; New York City, Norfolk, Va., Philadelphia, Pa., Portland, Ore., Los Angeles and San Francisco, Cal., and Seattle, Wash. Likewise, application should be made to the nearest office in the event no office is located at the port to be used.

Unit permits for barge lines will be issued direct by the Div. of Inland Waterways, O.D.T.

No other major change has been made in the regulations, which became effective June 1.—*Manning.*

### 15% of Truck Employees Quit for War Work

More than 15 per cent of the trucking industry's employees have left their jobs to join the military forces or to work in war industries, according to a survey compiled and submitted to the O.D.T. by the American Trucking Associations, Inc. The survey is expected to figure prominently in plans of O.D.T. and selective service officials to forestall a serious personnel shortage in the industry by granting occupational deferments from the draft. Drivers and mechanics are reported as short by the greatest numbers of carriers.

## Supreme Court Rules on Overtime Pay

**I**N a ruling that is of nationwide importance to the trucking industry, the United States Supreme Court held that the wage-hour law requirement of time-and-a-half pay for overtime beyond 40 hrs. a week meant 150 per cent of an employee's regular pay rate, not 150 per cent of the Wage-and-Hour Act's minimum pay provisions. Thus, no matter how far a worker's regular pay exceeded the minimum, he still would be entitled to time-and-a-half pay for overtime.

This important ruling to the trucking industry was made by the Supreme Court in the case of the Overnight Motor Transportation Co., Baltimore, and one of its employees, William H. Missel, a rate-clerk, who after his connection with the transportation concern was severed, sued to recover damages for overtime work.

The Supreme Court's decision, interpreting the Wage-Hour Act's overtime pay provisions for the

first time in this case briefly was as follows:

The Overnight Motor Transportation Co. of Baltimore, a common carrier engaged in interstate transportation work, employed William H. Missel, as a rate-clerk at \$27.50 a week. His hours of employment were variable, but he averaged 65 hrs. a week and sometimes he worked 80 hrs. in a week. The law then fixed 25 cents an hour as the minimum wage and Missel got nothing extra for overtime because the company contended it already was paying him more than the required wage, figuring 40 hrs. at 25 cents, or \$10 plus 40 hrs. at 37½ cents, or \$15, totaling \$25.

However, under the court's ruling, Missel's regular pay was \$27.50 for 40 hrs. Since this came to about 68 cents an hour, he would be entitled to pay at the rate of \$1.02 an hour for hours beyond 40. The court upheld Missel's right to claim damages equal

to the overtime pay, even though the employer acted in good faith.

Justice Reed wrote the majority opinion in the Missel case, an 8-1 decision. Justice Roberts dissented, but wrote no opinion.

The Missel decision said that the purpose of the Wage-Hour Act "was not limited to a scheme to raise sub-standard wages" but that the overtime pay requirement was designed also to apply "financial pressure . . . to spread employment."

The law took effect in 1938. "In a period of widespread unemployment and small profits," Reed said, "the economy inherent in avoiding extra pay was expected to have an appreciable effect in the distribution of available work."

This case, originally reached the United States District Court at Baltimore, when Missel had brought a civil suit against the Overnight Motor Transportation



Co. Missel had sought payment of alleged overtime wages due him and an additional equal amount as liquidated damages under Section 16d of the Act. His suit was for a total of \$3,400.

The original case was heard by Judge William C. Coleman, who then pointed out the question before the court, at that time, had never been decided by the Supreme Court, and he ruled that the Fair Labor Standards Act of 1938 did not apply to wages of employees who were being paid above the minimum set by the Act, and after pointing out that the question had never, at that time, been before the Supreme Court, said he based his conclusion on his interpretation of the phrase "one and one-half times the regular rate at which he is employed" used in the Act in defining what overtime compensation should be allowed. He said, at that time, "regular rate" must be interpreted to mean the minimum rate prescribed by the law and not the real or actual rate of pay received by the employee in question. He also asserted that the law established a floor of wages below which the employer and the employee might not contract, but did not otherwise impair the right of free contract.

The effect of Judge Coleman's decision, in that instance, was that if the employer paid his employee an amount equal to or in excess of 30 cents an hour for the first 40 hrs. of the employment in any work-week and 45 cents an hour for all hours worked in excess of the 44-hr. period, the law had been satisfied.

In rendering his decision in this case, Judge Coleman had touched upon Fair Labor Standards Act of 1938, gave an interpretation of the statute, gave a definition of "regular rate" at which an employee was employed, and concluded that an employee receiving more than the minimum wage set in the Act, was not entitled to collect for alleged overtime for 2 yrs. past.

The American Trucking Association, Inc., was permitted to intervene as a friendly party to the suit when it was heard before Judge Coleman.

Judge Coleman's decision was appealed, and the case was taken by Missel, through his counsel, to the United States Circuit Court of Appeals, Fourth Circuit, in which, in an opinion rendered or written by Circuit Judge Dobie, Judge Coleman's decision was reversed and remanded with directions to enter judgment for the plaintiff, Missel, in accordance with the opinion rendered.

It was from the decision of the Circuit Court of Appeals that the

case was taken to the United States Supreme Court, which, as noted above, ruled that Missel's right to claim damages equal to the overtime pay was upheld.

The fact that this case had gone through 3 courts, namely, first, the United States District Court, and then the United States Circuit Court of Appeals and finally the Supreme Court of the United States, provides the trucking industry with a complete view on matters as ruled on in the case, and it leaves no doubt in the minds of anyone just how the highest courts of the country stand. No question is left in the minds of the trucking industry and trucking interests on overtime, and sets a precedent for all future questions on the subject matter covered.

—Ignace.

### Forwarder Tariff Filing Postponed

The I.C.C. on June 9 postponed to Sept. 1, the deadline within which domestic freight forwarders must file their initial tariffs as to all services publicly offered. The Commission also set back to July 1, provisions of the new Part IV to the Interstate Commerce Act which permits forwarders to make effective without notice tariffs hitherto rejected by the Commission for lack of jurisdiction, and joint rates and practices with motor carriers now in effect and likewise rejected.

The postponement to Sept. 1 also applies to the effective date of Section 415 of the new Act which deals with certain allowances to shippers operating forwarding companies. This change was made under the initiative of the Commission, but those applying to the filing of tariffs and rejected rates were made as a result of complaints by forwarders that there was insufficient time to prepare the tariff items. Originally, new tariffs were to be filed with the I.C.C. within 30 days of enactment to take effect 30 days thereafter. This made the deadline June 15. Rejected tariffs could become effective without advance notices if filed with the Commission within 30 days of Presidential signature to the forwarded bill. This deadline was likewise June 15.

The Commission stated that it had been unable to complete these tariff filing requirements and would have been taken the postponement in any event.

### I.C.C. Allows Joint Rates to Remain

Threat of dissolution has been removed by the I. C. C. in a June 5 decision regarding joint rates

maintained between freight forwarders and motor carriers. The Commission has suspended its outstanding orders requiring the abandonment of such tariffs on July 1. The I. C. C. acted in an amendment of its dockets MC-2200 and ex parte MC-31, the Acme Fast Freight, Inc., case and the general investigation of forwarding tariffs.

Thus, the decision gives weight to the Congressional mandate contained in the recent addition of Part IV to the Interstate Commerce Act, blanketing these carriers under Federal regulatory control. The law now provides that for 18 mos. from enactment, nothing in the Act shall make unlawful existing joint rates and charges under tariffs heretofore filed with the I. C. C. The latter had ordered the various forwarding groups filing such tariffs to withdraw them, holding the joint practices unlawful because the Interstate Commerce Act at that time barred rates between motor carriers and forwarders which had not conducted common carrier operations.

The I. C. C. handed down the foregoing ruling July 24, 1939 and May 7, 1940, but delayed effective date of the orders in a series of actions designed to coincide with the likelihood of Congressional approval of a forwarder regulatory bill. The latest effective date was July 1, 1942. This is now scrapped and the joint rates are allowed to remain until further orders of the I. C. C.

### Freight Priorities Committee Formed

The War Production Board has announced the formation of a transportation committee to make recommendations on freight transportation priority within the United States. E. B. Stern, of New Orleans, former president of the New Orleans Cotton Exchange, is chairman of the committee. At one time he was the W.P.A. representative on the Board of Economic Warfare.

When transportation facilities are found inadequate to move all the freight ready to be shipped from an area, the committee will determine on the basis of information received from various W.P.B. divisions which types of freight should get preference. The committee will inform J. S. Knowlson, W.P.B.'s Director of Industries Operations, of its decisions and the director will transmit its findings to the O.D.T. for appropriate action.

# Factories ON THE MOVE

Wartime censorship imposes restrictions on the publication of definite locations of various projects, as well as certain other information. We are naturally adhering to these requirements and feel certain that readers will understand and approve of these omissions.

**B**AYER CO., INC., 170 Varick St., New York City, manufacturer of drug specialties, has acquired property at Trenton, N. J., and will remove its packaging and finishing departments, as well as warehouse stock, from main plant at Rensselaer, N. Y., to that location, where a factory branch will be maintained in the future. It is expected to occupy the Trenton building within 60 days. Harvey M. Manss is president.

Howard Aircraft Corp., 5301 West 65th St., Chicago, manufacturer of airplanes and parts, has approved plans for new one-story plant, about 190 by 440 ft., with smaller adjoining structures, near St. Charles, Ill. Cost reported close to \$500,000, with equipment. Work will begin soon. B. D. DeWeese is president.

Cudahy Packing Co., Inc., 221 No. LaSalle St., Chicago, plans new one-story egg dehydrating plant in vicinity of New Ulm, Minn. Cost reported close to \$90,000. Work will begin at early date. Cheese Div. has approved plans for new one-story processing and production plant at Harrodsburg, Ky. Cost close to \$70,000, with machinery. Erection will begin soon.

Ford Instrument Co., 32-36 47th Ave., Long Island City, New York, N. Y., manufacturer of gun control instruments, calculators, etc., has leased 2 floors, totaling about 100,000 sq. ft. of floorspace, in local Brewster Bldg., Queensboro Plaza, and will equip and occupy for plant.

Speer Carbon Co., St. Marys, Pa., manufacturer of carbon products, electrodes, has leased former factory of E. W. Albertson Co., Kane, Pa., and will improve and equip for new branch plant. It is proposed to have plant ready for service in October.

Lederle Laboratories, Inc., 30 Rockefeller Plaza, New York City, manufacturer of drugs, serums, etc., has leased a one-story industrial building at St. Louis, Mo., and will equip and occupy for new branch plant for production of serums.

Westinghouse Electric & Mfg. Co., East Pittsburgh, Pa., has contracted with Government for construction and operation of large multi-unit plant in Western Pennsylvania (exact location withheld) for production of propulsion machinery for naval vessels. It will cost about \$14,000,000. Financing will be provided by Defense Plant Corp., Washington, D. C., a Federal agency. Work is scheduled to begin at early date.

Air Reduction Sales Corp., Inc., 60 East 42nd St., New York City, manufacturer of industrial oxygen, acetylene gas and other industrial gases, has approved plans for new branch plant at Vancouver, Wash., comprising several one and multi-story buildings, estimated to cost about \$100,000.

Kollsman Instrument Div. of Square D Co., 80-08 45th Ave., Elmhurst, L. I., manufacturer of aircraft instruments and other precision equipment, has arranged for lease of large industrial plant in New York State (exact location withheld), and will equip and occupy for new works for production of binoculars and

kindred products for Government. It is planned to have plant ready for service at early date.

Publicker Commercial Alcohol Co., 1800 West Lehigh Ave., Philadelphia, Pa., manufacturer of industrial alcohol, plans new multi-unit plant in vicinity of Muscatine, Iowa, for production for Government. Cost reported over \$1,000,000, with equipment. Work is scheduled to begin soon.

Babcock Machinery Co., 1475 Broadway, New York City, manufacturer of woodworking equipment, has leased a one-story industrial building at 8-12 Astoria Blvd., Long Island City, and will improve and equip for new branch plant. Early occupancy is planned.

Humble Oil & Refining Co., Humble Bldg., Houston, Tex., plans 2 large plants in Texas Gulf Coast area (exact location withheld) for production of synthetic rubber for Government. Each will consist of several large units, equipped for heavy output, with total cost estimated at \$43,000,000. Financing, in part, will be provided by Defense Plant Corp., Washington, D. C., with remainder of fund furnished by company.

Central Architectural Iron Works, Inc., 3109 West 27th St., Chicago, has leased a new one-story industrial building at 4227 No. Knox Ave., totaling about 62,800 sq. ft. of floorspace, and will equip at once for new branch plant. Present works will be continued as heretofore.

Swift & Co., Inc., Union Stock Yards, Chicago, plans early construction of new plant at Keokuk, Iowa, to be equipped as an egg dehydrating unit. It will comprise several large one and multi-story buildings, estimated to cost about \$1,000,000, with machinery. Output will be used by Government, which has approved project through Agricultural Adjustment Corp., Washington, D. C., a Federal agency, and financing will be provided by that source. Work is scheduled to begin soon.

Aviation Corp., Liquid Cooled Engine Div., 420 Lexington Ave., New York City, manufacturer of aircraft engines and parts, has approved plans for new plant in Northwestern part of Ohio (exact location withheld), for production for Government. It will consist of a main one-story structure, about 450 by 600 ft., and several smaller units, with total cost estimated in excess of \$1,600,000. Financing will be provided by Defense Plant Corp., Washington, D. C.

Story Co., 6441 San Fernando Rd., Glendale, Cal., manufacturer of aircraft parts, plans new one-story plant, 120 by 145 ft., at Burbank, Cal. Cost estimated at \$100,000, including equipment. Erection will begin soon.

Electro Metallurgical Co., 137 47th St., Niagara Falls, N. Y., manufacturer of ferro alloys and kindred products, has contracted with Government for construction and operation of new plant in vicinity of Ashabula, Ohio, for production of ferro silicon and calcium carbide. It will comprise several one and multi-story production and processing units, reported to cost

over \$1,500,000, with equipment. Financing will be provided by Defense Plant Corp., Washington, D. C.

Chicago Switchboard Co., Inc., 426 So. Clinton St., Chicago, manufacturer of switchboards, instruments, etc., has purchased a one-story industrial building at 4506-14 West Lawrence Ave., totaling about 14,000 sq. ft. of floorspace, and will equip and occupy for expansion.

H. K. Lorentzen, Inc., 391 West Broadway, New York City, manufacturer of hardware products, pipe fittings, etc., has approved plans for new one-story and part basement plant, about 60 by 175 ft., on Willow St., Chatham, N. J., estimated to cost about \$60,000, with equipment. Work is scheduled to begin at once.

E. I. du Pont de Nemours & Co., Inc., du Pont Bldg., Wilmington, Del., has contracted with Government for design and operation of new plant for production of chemicals for war service on site in Nebraska (exact location withheld). It will comprise a group of one and multi-story buildings, equipped for large output. Cost over \$3,000,000. Financing will be provided by Defense Plant Corp., Washington, D. C. Project will be carried out under supervision of U. S. District Engineer Office, 1709 Jackson St., Omaha, Neb.

New Haven Clock Co., New Haven, Conn., has plans for new one-story plant, 60 by 160 ft., at Guilford, Conn., estimated to cost about \$75,000, with equipment. Work will begin at early date.

Ecco High Frequency Corp., 120 West 20th St., New York, N. Y., manufacturer of electrical equipment, has approved plans for new one-story plant, about 160 by 160 ft., on Hudson Blvd., North Bergen, N. J., estimated to cost over \$85,000. Work on superstructure will begin soon.

Odman Corp., 350 West Erie St., Chicago, wrapping and packing materials, has leased entire building at 110-14 West Illinois St., and will occupy for expansion.

Aluminum Co. of America, Inc., Gulf Bldg., Pittsburgh, Pa., plans new aluminum rolling mill in vicinity of Chicago, comprising several large one and multi-story production buildings and auxiliary structures. Entire project is reported to cost close to \$50,000,000. Proposed to begin work at early date.

Durez Plastics & Chemicals, Inc., Wheatfield Chemical Div., Walck Rd., North Tonawanda, N. Y., manufacturer of chemicals for plastics and other service, plans new plant in Western part of New York (exact location withheld) for production for Government. It will consist of several large structures, with cost estimated close to \$3,000,000. It is understood that financing will be provided by Defense Plant Corp., Washington, D. C.

Cogsdill Twist Drill Co., 6511 Epworth Blvd., Detroit, manufacturer of twist drills and other cutting tools, plans new one-story plant and office building on Eight-Mile Rd., beyond city limits. Cost reported over \$60,000.

Westinghouse Electric & Mfg. Co., East Pittsburgh, Pa., has contracted with Government for construction and operation of new plant in Western Pennsylvania (exact location withheld) for production of propulsion machinery for naval vessels. It will consist of a large group of one and multi-story buildings, with powerhouse and auxiliary structures, estimated to cost about \$14,000,000. Financing will be provided by Defense Plant Corp., Washington, D. C. L. D. Rigdon of Westinghouse company has been appointed manager at new works.

Montgomery Ward & Co., 619 West Chicago Ave., Chicago, has leased the building of the West End Furniture Co., Rockford, Ill., and will occupy as a warehouse for furniture, including storage and shipping.

North Jersey Cooperative Egg Auction, Inc., 582 McBride Ave., West Paterson, N. J., has plans under way for new 2-story storage and auction building, about 100 by 115 ft., on Finber St., Totowa, near Paterson, reported to cost over \$35,000, with equipment.

Hydrawmatic Machine Corp., 408 Concord Ave., Bronx, New York, N. Y., manufacturer of hydraulic machinery, parts, etc., plans new 2-story plant, about 25,000 sq. ft. of floorspace, on site at Wales Ave., and 145th St., Bronx, recently acquired. Cost reported over \$65,000, with equipment.

Andrews Steel Co., Inc., Newport, Ky., manufacturer of steel billets, bars, rods, etc., has contracted with Government for construction and operation of new plant in Kentucky (exact location withheld). Tract of about 10 acres of land has been selected for mill, which will consist of several one and multi-story buildings, equipped for large capacity. Cost reported close to \$2,000,000. Financing will be provided by Defense Plant Corp., Washington, D. C. Proposed to begin work soon.

Heyman Glass Co., Inc., 1150 Broadway, New York City, manufacturer of mirrors and other glass specialties, with plant at 75 Front St., Brooklyn, N. Y., has leased space in building at 601 West 26th St., New York City, about 16,000 sq. ft. of floor area, and will occupy for plant expansion.

Armour & Co., Union Stock Yards, Chicago, have plans for new egg dehydration plant at Mankato, Minn., consisting of several one-story units, reported to cost over \$100,000, with equipment. Proposed to begin work soon.

Edward G. Budd Mfg. Co., 25th St. and Hunting Park Ave., Philadelphia, Pa., manufacturer of automobile bodies, stainless steel railroad cars, etc., has contracted with Government for construction and operation of new plant in vicinity of city (exact location withheld) for production of stainless steel aircraft of cargo-carrier type. It will comprise several large units, to be used primarily for assembling work. Cost reported about \$12,000,000. Financing will be provided by Defense Plant Corp., Washington, D. C. Work will be placed under way soon.

Colgate-Larson Aircraft Co., South Bayview Ave., Amityville, L. I., N. Y., manufacturer of aircraft parts, has leased large one-story building at 130 Jericho Turnpike, Floral Park, L. I., and will improve and equip for new branch plant.

Phillips Petroleum Co., Bartlesville, Okla., has concluded arrangements with Government for construction and operation of 2 new plants in Southwestern part of country (exact location withheld) for the manufacture of synthetic rubber. Each will consist of several one and multi-story production and processing units and auxiliary buildings, with cost in excess of \$5,000,000. Work will begin at early date. Financing will be provided by Defense Plant Corp., Washington, D. C.

Crowe Name Plate Co., 3701 North Ravenswood Ave., Chicago, manufacturer of metal products, will build a new 2-story plant, about 125 by 125 ft., at 1809 West Berenice Ave., estimated to cost over \$165,000, with equipment. Work on superstructure will begin at once.

(Concluded on page 89)



# Motor TRANSPORTATION

## Army Turns to Wood for Truck Bodies

The Army has decided to change from steel to wood bodies for all cargo trucks, and plans production of 1,000 bodies or more per day by July 1, 1942. Because of the difficulty of obtaining immediately sufficient quantities of dry lumber (10 to 16 per cent moisture content), the Army is purchasing or issuing letters of intent for a 90-day supply. Auctions for the purpose of acquiring 92 million feet of No. 1 common and better hardwood were held in Cincinnati, June 5, and Memphis, Tenn., June 6.

Five types of cargo truck bodies, heretofore constructed of steel, are affected. Eighty per cent are the 80 by 144-in. size. The balance is made up of the 80 by 108 and 70 by 108-in. sizes and the 6-ton, 6 by 6-ft. and 4-ton, 6 by 6-ft. sizes.

## Truckers Asleep on Govt. Business

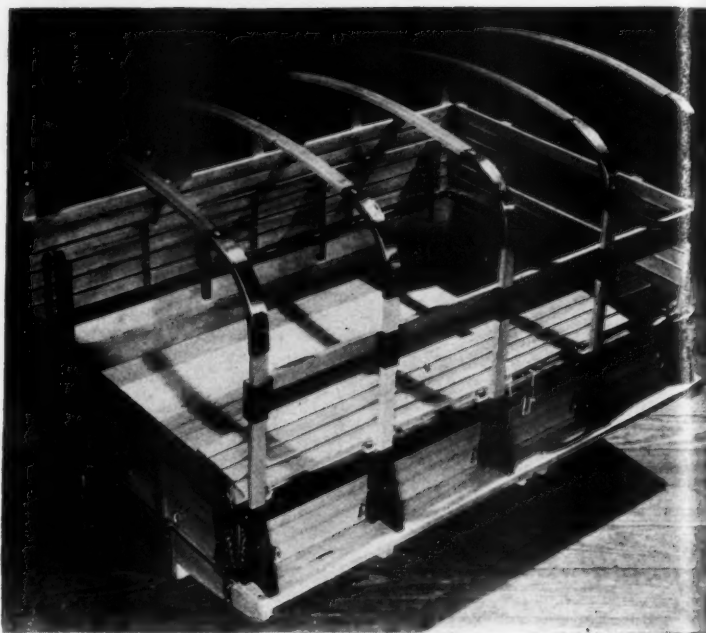
Harry F. Chaddick, president of American Transportation Co., Chicago, and president, also, for the past year, of Central Motor Freight Assn., charges that sales executives of motor freight organizations are "asleep at the switch." Instead of laying off solicitors and curtailing promotional work, this is the time, Chaddick declares, when every effort should be made to stimulate business.

Speaking at a Business Development section meeting of American Trucking Associations, Inc., in Chicago, May 20, Chaddick asserted that if sales organizations of the motor freight industry are depleted "we may stand to lose all that we have gained."

"Nothing should be done to destroy the advantages we have in motor freight," he said. He suggested that salesmen should get acquainted with Government agencies handling war materials, where the industry is "lagging far behind the railroads."

"The rails have the experience gained in World War I," Chaddick continued. "Before the war they were contacting the Government. War plants have all been built primarily with rail transport in view. Some of those in Illinois have facilities for handling not more than 2 trucks. The Government handles routing for everything over 2 railroads, but many Government freight route clerks are inexperienced in motor traffic routing. I am told that experienced men cannot be found."

Every Government agency is interested in motor freight transportation and willing to cooperate,



Model of wood body adopted by Office of Quartermaster General as standard for all Army cargo trucks. Drop seats on sides for transporting troops.

Chaddick said. The rails, he declared, have all the traffic they can handle, so that the business is bound to be tendered to the trucks in big volume. And yet, he asserted, individual truck operators are making no attempt to find out what has to be moved or to present their facilities for the jobs and tell of their connections.

The problem of packaging shipments, he pointed out, is acute, but here, he said, motor transport is more flexible than with other carriers and truckers can handle Government traffic with less packaging.

"Many Government commodities need no packaging, so they can be loaded into a trailer and delivered right in the camp, whereas the railroads," he said, "sometimes have to unload as much as 3 miles from camp. We can also sell the Government on our through service without transfer to the greatest number of points possible."—*Slawson*.

## Mover Cooperative Formed

The Movers' Emergency Cooperative Assn., an incorporated group formed by representative household goods carriers, aims to promote the welfare of the industry, as a result of the O.D.T. General Order No. 3, calling for elim-

ination of waste and duplication of services, lower mileage and consolidation of shipments.

The association will "act in an advisory capacity and aid in the cooperation of any group or groups of carriers in complying with the provisions of O.D.T. No. 3, or any supplemental order issued by the Office of Defense Transportation relating to operations by common carriers, insofar as such supplemental orders affect the industry of household goods carriers."

The carriers, under the group plan, will register their available equipment with branch offices of the association, to be established in sections of the country not yet determined, and will report to the nearest office all equipment en route which has space for additional tonnage. Upon arrival at its destination, the office will be notified that the equipment is available.

Eligibility for participation in this plan is on a strictly voluntary basis. However, all participating will register with the local office all shipments which cannot be transported in accordance with the spirit of the O.D.T. order.

The office will make every effort





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to obtain a return shipment for a carrier before authorizing him to transport a shipment which has been registered but which cannot be used as a return shipment.

Where, however, a participant has a shipment moving in one direction with a return shipment definitely known and obtained, he shall not be required to register either the forward or return movement if such shipment complies with the requirements of General Order No. 3.

There are no dues or monetary assessments, except that transportation charges shall be divided as follows: Seventy per cent to the transporting carrier, 20 per cent to the carrier contracting for the shipment, and 10 per cent to the association for necessary activities in carrying out the purpose of the plan.

### 46 O.D.T. Field Managers to Date

Appointment on June 8 of 5 more field office managers in the Div. of Motor Transport, O.D.T. brought the total up to 43. The Division will eventually have 51 field offices.

The 5 new managers and the cities where they will make their headquarters are:

Billings, Mont.—Emmett Fogarty, of Butte, former engineer for the Montana Railroad Commission.

Milwaukee, Wis.—Russell R. Lynch, of Milwaukee, formerly on the staff of the Wisconsin Public Service Commission.

Oklahoma City, Okla.—William W. Warren, of Oklahoma City, former manager of the Warren Transportation & Storage Co.

Salt Lake City, Utah—Richard W. Candland, of Salt Lake City, former secretary and general manager of the Utah Motor Carriers Assn.

Wichita, Kan.—W. R. Bartling, of Wichita, former traffic manager of the Universal Motor Oils & Fuels Co.

Appointments on May 27 are as follows:

Albany, N. Y.—Lawrence F. McDonald, East Greenbush, N. Y., former traffic manager of the American Meter Co., Albany.

Buffalo, N. Y.—Floyd B. Piper, Buffalo, N. Y., former general manager of Direct-Winters Transport, Ltd.

Charlotte, N. C.—LaFayette R. Stallings, Rocky Mount, N. C., former partner and general supervisor of Stallings Transfer Service.

Chicago, Ill.—Harry L. Gormley, New Castle, Pa., former secretary-treasurer and operating manager of the Keystone Lawrence Transfer & Storage Co., New Castle.

Cincinnati, O.—Henry A. Leachman, Ft. Thomas, Ky., former assistant traffic manager of the Continental Freight Forwarding Co.

Cleveland, O.—C. R. Allen, Cleveland, O., former superintendent of trucks for the Auto Haulway Co.

Des Moines, Iowa—John H. Gillespie, Des Moines, Iowa, former secretary of the Iowa Motor Carriers Assn.

Houston, Texas—J. R. Quattlebaum, Nacogdoches, Texas, former highway insurance investigator.

Minneapolis, Minn.—Frank T. Corcoran, St. Paul, Minn., former official of the Minnesota State Dept. of Highways.

Pittsburgh, Pa.—Charles T. Walker, Cincinnati, O., former assistant general freight agent for the Inter State System, Grand Rapids, Mich.

San Antonio, Texas—John G. Ross, Austin, Texas, former inspector of law enforcement, chief clerk of the motor transport division and junior examiner for the Railroad Commission of Texas.

Shreveport, La.—John F. Dawson, Baton Rouge, La., former assistant chief of the motor transportation division of the Louisiana Public Service Commission.

Toledo, O.—H. Martin Walker, Toledo, O., former terminal manager of the Long Transfer Co.

On June 17, new appointments were as follows, making a total of 46:

Boise, Idaho—M. H. Green, of Boise, former attorney for I.C.C. and Idaho Motor Transport Assn.

Davenport, Iowa—P. V. Kortkamp, Rock Island, Ill., formerly with Rock Island Storage & Transfer Co.

Nashville, Tenn.—V. E. Nichol, Nashville, former district freight agent for Silver Fleet Motor Express, Inc.

### I.C.C. Asked to Revise Rules on Independent Movers

Asserting that present rules of the I.C.C. tend to obstruct Government efforts to conserve tires, fuel and other truck equipment, a group of 75 independent household goods carriers has asked the Commission to revise its rules and regulations so as to broaden the scope of their operating authority

and to permit them to interchange shipments among carriers participating in the same tariff. This revision is sought for the duration and for 6 mos. thereafter. The request was made in a brief filed by Nathan E. Zelby, the attorney for the group, which is known as the Committee for Non-Radial Rights for Movers.

The facts behind the filing of the petition are briefly these:

In an order classifying motor carriers which fall under the jurisdiction of the I.C.C., a classification was promulgated affecting long distance household goods movers, limiting their operations to specific points and forbidding cross-haul intermediate point transportation.

The brief makes 3 principal points:

One, that the limitation of long distance movers to specific points and the prohibition against cross haul operations is uneconomical, wasteful, and at the present time, subversive of the best national interests; that long distance movers operate a call and demand service and because of the specialized nature of the business, there is no guarantee of return loads. As a consequence, it was estimated that thousands of tires are used in wasted empty mileage; that rates to the shipping public are necessarily increased; that the maximum capacity of trucks and other facilities cannot be efficiently exploited.

Second, the brief charges, the limitation of household goods movers to specific points violates the Federal Motor Carrier Act in that it legislates wasteful and uneconomical transportation practices and makes impossible adequate and efficient transportation services.

Third, it as asserted, compulsion by an administrative body upon carriers under its jurisdiction to continue an uneconomical and wasteful practice in time of national emergency is deleterious to the best interests of the Nation.

The petition urged the I.C.C. to adopt a uniform policy of granting all household goods carriers the right to perform irregular non-radial service throughout the territory described in their certificates, or to issue an order authorizing such operations at least for the duration, plus half a year.

### Independent Group Plans Loads Exchange

The Independent Movers & Warehousemen's Assn., Inc., composed of over 350 long distance interstate movers, has answered the appeal of the O.D.T. for conserva-



Fleetmen have created the above substitutes for tires. Top view shows tire with treads that are supported by old carspring leaves covered with chunks of old tire casings. Center view, a wooden tire made of 4 blocks of wood dovetailed at ends and bolted. Tread is brake lining. Bottom view, wooden tires constructed of small blocks bolted to the metal.

tion and more efficient use of the Nation's motor trucks, by filing a plan through N. E. Zelby, its attorney, in which it proposes that a central office be established by the group to arrange for reciprocal exchange of shipments and property in transportation between 2 or more points.

This operating plan also includes the pooling of traffic between 2 or more points and the joint loading and operation of motor trucks between the same points. Broadly stated, the plan proposes the coordination of motor truck facilities among long distance household goods movers by the pooling of shipments and truck facilities, elimination of empty return hauls and the practice of operating trucks not loaded to capacity.

### Gauge Estimates Mileage Left in Tires

The Standard Oil Co. of Indiana has developed a tire mileage gauge to estimate the average mileage remaining in a tire by the depth of its anti-skid tread. The gauge makes estimates of tire mileage ranging from 6,720 to 53,200 miles for tires which are driven up to 40 m.p.h. receive proper care and are not recapped, retreaded or regrooved.

### Texas Insurance Reduction

Insurance costs on trucks hauling gasoline, butane and explosives have been ordered reduced in Texas. Likewise, a pro-rata cancellation of policies on automobiles when taken out of service has been ordered. The 50 per cent surcharge for liability explosive hazard insurance on gasoline trucks with a capacity of 1,000 gals. or less is also eliminated.

The order authorizes insurance companies to cancel policies pro-rata when the policyholder submits written evidence informing the company that the automobile has been taken out of service because of priorities, rationing or other war emergency conditions. An automobile liability policy canceled for these reasons will entitle the policyholder to a refund of the unearned portion of the premium. Because of war conditions, the automobile fleet plan has been modified to permit suspension of coverage or layup allowance for automobiles insured, provided the automobiles are discontinued from use for a period of not less than 60 consecutive days.—Hornaday.

Charles Wagner, of Stockton, is the newly-elected president of the California Van & Storage Assn. Other officers elected are: Carl Hageman, Lyon Van & Storage Co., San Francisco, Northern California vice-president; L. B. Waller, Bekins Van & Storage Co., Los Angeles, Southern California, vice-president; Herbert Erickson, San Jose Moving and Storage Co., San Jose, secretary, and Harold Blaine, Lyon Van & Storage Co., Los Angeles, assistant secretary. Directors elected: Hal Kern, Bekins, San Francisco; Marvin Vandevort, Palo Alto Transfer & Storage Co., Palo Alto; J. E. Monro, Lawrence Warehouse Co., San Francisco; Si Slocum, Mayflower, Southern California; Frank Redman Fireproof Warehouse Co., Santa Monica, and Fred Nason, Beverly Hills Transfer & Storage Co.—*Gidlow*.

R. R. Galloway, formerly general sales manager, has become vice-president in charge of distribution of the Certain-teed Products Corp., Chicago.—*Slawson*.

John Morrow, Jr., vice-president, in charge of traffic, purchasing and fiber operations of the International Harvester Co., Chicago, has been commissioned a Colonel in the Army, Service of Supply.—*Slawson*.

R. J. Olson, of the Fred Olson & Son Motor Service Co., Chicago, was elected president of the Central Motor Freight Assn. at the annual meeting in Chicago, June 11. He succeeds Harry F. Chaddick, of Standard Freight Lines, who was elected treasurer. Other officers elected are: first vice-president, Walter Mulady, president of the Roosevelt Cartage Co., Inc.; secretary, E. L. Garrison, vice-president of the Peoria Cartage Co.—*Slawson*.

Homer G. Legan has become general traffic manager of the defense plant division of the Columbia Steel Co., with headquarters in Chicago. Mr. Legan was for many years general traffic manager of the Morton Salt Co., Chicago.

Gordon Rowley, president of the Pacific Traffic Assn., has resigned from the Waterman Steamship Agency, San Francisco, and accepted the post of district manager of the Pacific-Atlantic Shippers. Mr. Rowley was at one time district agent for the McCormick Steamship Co.—*Gidlow*.

N. S. Laidlaw has been appointed director in charge of supervision of ports for the O.D.T. in San Francisco. He was formerly with Swayne & Hoyt.—*Gidlow*.

E. B. Allen has become traffic manager of the Waco Aircraft Co., Troy, Ohio.

George R. Walt, manager of the Lansing Storage Co., Lansing, Mich., has entered the Army and can be reached currently at Barracks "Co. H," 136th Inf., Camp Forrest, Tenn., where he is receiving initial training.

Harmon Tanner of the Tanner Fireproof Warehouses, Detroit, has become acting vice-president of the Central Div. of the National Furniture Warehousemen's Assn. and a member of the group's board of directors. He serves in the position which William J. Croul, Riverside Storage & Cartage Co., Detroit, vacated when he became lieutenant in the Naval Reserve forces.

Wade T. Childress, president of Columbia Terminals Co., St. Louis, has become regional director of the War Production Board, in charge of activities of all W.P.B. field offices in Nebraska, Kansas, Missouri and Arkansas. Mr. Childress is also chairman of the executive committee and a director of the Trailer Co. of America,

Cincinnati; president and a director of Handling, Inc., St. Louis; vice-president and director of the Herman Body Co., St. Louis. He is also a director of the McDonnell Aircraft Co., Walsh Refractories Co. and the St. Louis Union Trust Co.

W. H. Pease has become general traffic manager of the Bridgeport Brass Co., Bridgeport, Conn.

Wilmer M. Wood has been appointed traffic manager for the United States Pipe and Foundry Co., Burlington, N. J., replacing J. K. Hiltner, now with the Army as a lieutenant colonel in the supply services. Raymond McCaffrey has become Southern traffic manager, in charge of traffic originating in Anniston, Bessemer and Birmingham, Ala., and Chattanooga, Tenn.

C. P. Wilson has been appointed vice-president of the Knaus Truck Lines, Kansas City, Mo.

J. S. Sayre, manager of the Defense Div. of the Fruehauf Trailer Co., Detroit, has become head commodity specialist in charge of the Automotive and Trailer Equipment Section in the Purchases Div. of the War Production Board. He serves as consultant to procurement officers of the Army, Navy, Treasury, Maritime Commission and other government agencies, and coordinates the purchasing program of the several procuring agencies for the commodities on which he is a specialist. Mr. Sayre previously worked with the Army and Navy in designing and procuring automotive and trailer equipment. He also served as regional manager for Fruehauf in charge of 11 branches. He was formerly vice-president of the Highway Trailer Co., Edgerton, Wis.

J. P. Imlay, Jacksonville, Fla., has become supervisor of port conditions at Jacksonville on the field staff of the Div. of Railway Transport. For the past 15 yrs. he has served as Jacksonville agent for the Clyde-Mallory Lines. He will work with railroad and ship terminal authorities to expedite use of those facilities.

M. J. Larkin has become traffic manager of Rockwood & Co., San Francisco, replacing Jerome Smith, who volunteered for Army service.

A. C. Butler, manager of the motor truck division of the Automobile Manufacturers' Assn., has become head of the military vehicles division of the Automotive Council for War Production. He will be located at Washington, representing the motor truck, coach and trailer vehicle producers.

Walter B. Brady, general freight agent of Trucking, Inc., at its Cincinnati headquarters, has been commissioned a captain in the Army Quartermaster's Corps.

R. H. Smith, deputy secretary of the Pennsylvania Dept. of Commerce, has been appointed by the Governor as executive secretary of the Pennsylvania Highway Traffic Advisory Committee which has become the State unit of the O.D.T.—*Baer*.

H. G. Hemphill has been named manager of the St. Louis office of Greyvan Lines, Inc. He has recently been doing special personnel work in the company's Chicago headquarters.

Lawrence O. Pautsch, for the past 16 yrs. connected with Atlas Storage Co., Milwaukee, Wis., is now a Major in the Army. He will be assigned to the General Depot, Service of Supply, at Memphis, Tenn.

David Meagher, nephew of Mrs. Ben Langan of the  
(Concluded on page 119)



# FROM THE **LEGAL** VIEWPOINT

By Leo T. Parker, Legal Editor

## Laws Pertaining to Storage of Goods

**LEGAL EDITOR, DandW:** We are contemplating offering our services, and enlarging same, to include storage of furniture and commercial merchandise. Can you give a brief résumé of the laws pertaining to warehousemen, and also the source from which regulations are available?—Midwest Transit Lines.

**Answer:** Warehousemen are regulated by state laws, particularly those in certain classifications. See page 75 of *DandW* 1942 Annual Shippers' Directory in which 32 classifications of warehousemen's facilities and services are listed. A very good discussion on the law of warehouse receipts was published by the Committee on Banking Relations, American Warehousemen's Assn., 222 West Adams St., Chicago. Also, the National Furniture Warehousemen's Assn. has in the past published a good small book on the obligations of warehousemen. But, as you may observe, there are many and varied publications digesting the law relating to each of the many classifications of warehousemen's services. In order to simplify your difficulties, it is advisable to consult a local attorney who has had previous experience in laws applicable to warehousemen. By adopting this plan you may readily obtain the desired information without likelihood of future legal controversies. The laws on this subject are specific and must be followed to the letter. It is a "big" job for either laymen or lawyers to effectually digest the various laws on the subject of warehousemen and their legal duties and obligations.

Briefly, warehousemen must issue warehouse receipts in strict compliance with the law. They must exercise "ordinary" care to safeguard stored goods, and not without permission of the owner remove the goods from the place of original storage. If the storage charges are unpaid certain legal procedure, as sending notifications, inserting advertisements, and the like, must be followed in order to avoid future liability for conversion. Goods may be delivered without presentation by the owner of non-negotiable warehouse receipts,

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and the warehouseman cannot be held responsible. However, with respect to negotiable receipts the law is different. If a warehouseman delivers goods without taking up the negotiable receipts, he is liable to the holders who may suffer losses as a result of the warehouseman's failure to take up and cancel such receipts. Each State has enacted laws which control the business of warehousing and the storage of merchandise.

## Owner's Goods in Another Warehouse

**LEGAL EDITOR, DandW:** Last June, 1940, we made shipment of household goods to a storage company for the account of a man named Johnson. We advanced the charges and expenses amounting to \$73.84. Up to this date this Mr. Johnson has not been located and the storage company holds the goods. This latter company states that it never received any authorization from Mr. Johnson to store the goods except on a post card received directly from Mr. Johnson, and that it does not feel inclined to sell the goods and pay our charges, but that it will sell the goods and take chances for one-half any future liability if we will assume the other one-half, in event Johnson should at some time in the future appear and sue for conversion of his goods. What are our rights?—Lion Storage Co.

**Answer:** According to the present law a warehouseman's lien may be enforced against all goods, wherever deposited, belonging to

the person who is liable as debtor for the valid claims against the goods. This means that, in my opinion, the warehouseman who accepted the goods by the post card authorization had a valid right to do so and that, therefore, he retains a valid lien against the goods for all valid charges. The solution of the law in this respect results in little or no chances for future losses, if the goods in storage actually belong to Johnson. Therefore, in order that you may receive payment of your valid advance and other charges, I can perceive no important reason why you should refuse to enter into an agreement with the warehouseman, who now holds the goods, to assume one-half of future risks for conversion liability. It seems that, under the law, you are within your legal rights to present your claim to the warehouseman under an agreement with him to prorate the proceeds of the legal auction sale of the goods. Under these arrangements the warehouseman may proceed with the necessary preliminary advertisements, notification, etc., and subsequently sell the goods and thereafter remit to you the prorated amount of your claims. In this manner you will be relieved from the trouble, loss of time and inconvenience in the matter of selling the stored goods in compliance with the warehouseman's lien laws.

## Relief From Price Ceiling Losses

**LEGAL EDITOR, DandW:** How can the Government put a ceiling on prices when, if we abide by these prices, we will be out much money. We bought goods at higher prices than the so-called "ceiling" prices. Are we supposed to lose money on account of these new regulations?—Wilson Storage.

**Answer:** At present we have much "war" to win. In fact, it seems that other nations have prepared in the past to a degree that we must, in the future, so to speak "make up for lost time," and this is necessary. The important consideration for all citizens of the United States of America is: We must win and *not* lose this war. This means that all are obligated



to perform self-sacrifice not to a degree which satisfies various individuals, but for purposes to win this war. Therefore, although certain regulations at first hand seem to "unnecessarily" impose restrictions, we must abide by the same and then in the end, all will profit. In other words, we must anticipate the immediate future. If some purchase goods, or make contracts, at high prices, in anticipation of future profits not available, in consideration of present emergency, the ultimate result must be losses to these persons who unwisely contemplated profits which would interfere with or obstruct present and immediate prospects of winning this war. For these reasons, the United States laws are, in effect, that the price ceilings to which you refer are "absolute". In other words, there is no present plan or method by which you may be successful in invalidating these regulations.

It is admitted that certain persons and firms will suffer heavy financial losses as a direct result of the present necessary war regulations, but there is nothing we can do about this matter at this particular time. Of course, at any time in the future all citizens who suffer losses may resort to the United States Courts and, if their claims are valid, ultimate compensation is forthcoming. It is true that, after the first World War many citizens who suffered losses filed suit and were awarded verdicts for sustained damages, although their losses were occasioned by war regulations. And, again, probably the most important and surprising illustration of this law of the United States, "satisfaction" may be found by consulting the records of suits filed by Southern owners of real and personal property destroyed and damaged by Union soldiers during the Civil War. Actually the United States Government paid in cash to all Southerners the full damages which they sustained, irrespective of the fact the damages resulted from regular war procedure and natural consequences.

### Injured Employees Sue Sub-Contractor

**LEGAL EDITOR, DandW:** Recently we had trouble when we took a sub-contract to transport merchandise. The general contractor caused injury to our men who now are suing us for damages. Is it possible that we can be held liable?—Martin Transportation Co.

**Answer:** Various higher courts have held that no employer may absolve himself of his responsibility to properly protect his em-

ployes against injuries by relying upon an agreement or contract with a general contractor. In a late higher court case it was held that where employees of a sub-contractor were furnished impure water by a general contractor, the subcontractor could not escape liability on the theory that the general contractor undertook to furnish drinking water and facilities for its distribution. See *Parkhurst v. Industrial Acc. Commission*, 122 Pac. (2d) 321, California.

The facts are that a general contractor furnished water for drinking purposes to the men on the job by means of a common dipper and bucket. The men drank the water from the dipper by dipping it in the bucket and not by pouring. Certain employees of the sub-contractor were caused to be sick. They sued the sub-contractor. But the latter contended that he should not be held liable because the water was furnished by the general contractor. However, the higher court refused to agree with this contention, and said:

"In continuing to furnish impure water, unmistakably deleterious to the health of its employees, after complaint was made to the employer (sub-contractor) and it had knowledge thereof . . . it became the duty of the latter to determine as a matter of law that the facts so found constituted serious and willful misconduct and to make an award accordingly. . . . The employer (sub-contractor) cannot accept the facilities of the general contractor under the circumstances above described and escape the liabilities when later confronted with the ensuing consequences."

Therefore, the law is well settled that a sub-contractor is personally liable for injuries to his own employees, caused by negligence of the general contractor, if the sub-contractor had information or knowledge of a dangerous situation caused by the general contractor and failed to use ordinary care to prevent injuries to his own employees.

## THIS MONTH'S IMPORTANT DECISIONS

### Warehouseman Fails to Cancel Receipts

**T**HE law imposes an absolute duty on a warehouseman who has delivered goods, for which he has issued a negotiable receipt, to "take up and cancel the receipt." This duty is non-delegable and a warehouseman cannot escape its obligation by delegating its performance to another, as an agent or employee.

For example, in *American Ass'n v. Union Warehouse Company*, 7 So. (2d) 537, Mississippi, the holder of negotiable warehouse receipts sued a warehouseman for damages sustained as the result of warehouseman's failure to cancel

and take up the negotiable warehouse receipts when the merchandise for which such receipts were issued was delivered to the holder of the receipts.

The warehouseman defended the suit on the grounds that the warehouse employee, who had failed to cancel and take up the receipts, had done so without knowledge of the warehouseman and, further, that the latter had no previous notice of the unfitness or criminal nature of this employee.

Notwithstanding this contention the higher court held the warehouseman liable, and said:

"It is true that Avery (warehouse employee) violated his duty when he delivered these receipts . . . but that fact can not relieve the appellee (warehouseman) from liability for the non-performance of its non-delegable duty to cancel the receipts when the merchandise represented by them was delivered to the holders thereof."

### Low Tariff Applicable

**C**ONSIDERABLE controversy has existed from time to time over the question of whether a common carrier or a shipper is entitled to select a rate where 2 tariffs are applicable to the shipments of merchandise. This question was answered in *Chicago, B & O R.R. Co. v. California Wine Co.* (40 N. E. (2d) 624, Illinois).

In this case the legal question presented the court was: Where 2 tariffs are equally appropriate to an interstate shipment, which rate is the shipper entitled to have applied? This court held as follows:

"Where 2 descriptions and tariffs are equally appropriate, the shipper is entitled to have applied the one specifying the lower rates."

### Liability of Warehouseman

**I**T is well known that a warehouseman is liable for loss of, or damage to, or destruction of stored goods *only* when the testimony proves conclusively that such loss resulted from negligence or lack of "ordinary" care on the part of the warehouseman or his employees.

Assuming that the warehouseman is liable, another important legal question is: For what valuation of the destroyed goods is the warehouseman liable?

For instance, in *Keating v. F. H. Peavey and Company*, 3 N. W. (2d) 104, North Dakota, it was disclosed that a warehouse building was destroyed by fire. The legal question arose whether the owner of the stored merchandise was legally entitled to recover from the warehouseman the value of the goods compiled on the date the fire occurred, or whether the owner could recover the highest price at which the commodity sold between

the time the fire occurred and the date the suit was filed against the warehouseman.

It is interesting to know that the higher court held the warehouseman liable for the value of the goods on the date the fire occurred, and said:

"It is hardly conceivable that the legislature would take steps to protect a bailor against loss and at the same time provide that the extent of his protection should differ from the measure of his loss."

### Who Are Interstate Employees?

A FEW months ago it was generally believed by the average warehouseman, and others, that "interstate" employees, entitled to the wages specified in the Federal Fair Labor Standards Act, only included employees actively and exclusively engaged in production of goods or merchandise for interstate commerce. However, according to modern higher court decisions this is not in any sense true.

Modern Courts are resolved to broadly interpret Federal wage laws, and other interstate rules and regulations, whereby many employers who honestly believe that their employees are not within the provisions of the Federal Fair Labor Standards Act eventually may find themselves confronted with heavy back wage allowances, attorney fees and other heavy incidental expenses.

It is best that employers now realize their legal status and eliminate future legal controversies, suits, loss of time and heavy expenses. Since this subject is one having special interest to all readers we shall briefly review several late higher court decisions which illustrate variations of the law.

See Southern, 120 Pac. (2d) 880, California, where an employee who worked intrastate on equipment used in interstate commerce was held to be an interstate employee.

In Copley, 120 Pac. (2d) 879, it was held that an employee who repairs motor trucks used partially in interstate commerce is an interstate worker.

### Watchman is Interstate Employee

CONSIDERABLE discussion has arisen regarding the legal status of a watchman employed by a warehouseman, common carrier, etc., engaged partially in interstate commerce. It has been contended by many that a watchman is not an interstate employee, because his work is confined strictly to intrastate duties. However, modern courts refuse to uphold this contention.

For example, in S. H. Robinson

and Co., Inc., v. LaRue, 156 S. W. (2d) 432, it was disclosed that a company is engaged in purchasing, storing, and selling merchandise. A man named LaRue was employed by this company from Jan. 1, 1940, to Sept. 14, 1940, his duty being to watch these goods during the night hours as they were unloaded from trucks; while stored on the premises; and when loaded in freight cars for shipment before the cars were moved. LaRue filed suit against the company to recover back wages, penalty and attorney fees on the ground that the company had not paid him as an interstate employee on the wage basis specified in the Fair Labor Standards Act of 1938.

The counsel for the company argued that since LaRue was employed only as a watchman he was not engaged in interstate work and, therefore, was not entitled to receive wages based upon the Federal Law. However, the higher court held the company bound to pay LaRue \$555 back wages and \$300 attorney fees. This court said:

"While in a technical sense a watchman does not produce goods, the trend of judicial decisions seems to be that such an employee comes within the spirit of the Federal Act and renders a service so closely connected with interstate transportation as practically to be a part of it, particularly since the Act is remedial in character and must be given a liberal construction."

The higher court refused to penalize the company, and said:

"The penalty imposed by this Act is harsh and severe, and where, as in this case, a doubt exists by the employer as to whether it applies to a particular employee, we are not disposed to place a greater burden upon the employer than is necessary in order to comply with its mandates."

### Federal Compensation Law Broadly Construed

IT is important to know that where an employee of a common carrier suffers an injury while engaged in work which brings him within the provisions of the Federal Employers' Liability Act, no legal proceeding to recover for such injury may be maintained under the State Workmen's Compensation Act.

For illustration, in Piggue v. Baldwin, 121 Pac. (2d) 183, Kansas, it was shown that the duty of a common carrier's employee was to clean up the equipment used partly to carry interstate traffic. He was killed while performing such duty.

In holding that dependents of the employee could not recover for his death under the Kansas Workmen's Compensation Act, the court said:

"The discussions in Congress indicate that it was the intent of the lawmakers to bring within the scope of the Federal Employers' Liability Act all employees whose work at the time of injury was not in actual in-

terstate transportation or a part of it, but any part of whose work was in furtherance of interstate commerce, or in any way affected such commerce directly, closely and substantially."

Obviously, since employees in this and similar classifications are engaged in interstate work, they are entitled to payment of wages specified in the Federal Wage Law.

### Not Interstate Employee

MODERN higher courts hold that Congress may not only regulate transactions which are a part of interstate commerce but may also protect that commerce from injuries which result from the conduct of those engaged in intrastate operations. But it is elementary that in order to subject intrastate transactions to Federal control they must directly affect interstate commerce and if their effect is merely indirect, the transactions remain within the "domain of State power." It is well settled now that the hours and wages of persons employed in purely intrastate commerce have no direct relation to interstate commerce and an attempt to fix such hours and wages by regulation is not a valid exercise of Federal power.

For example, in Higgins v. Carr Bros. Co., 25 Atl. (2d) 214, Maine, it was shown that an employee sued his employer for unpaid wages and overtime compensation alleged to be due him, with liquidated damages for the period from Oct. 24, 1938, to July 24, 1940, under the Fair Labor Standards Act of 1938. The counsel denied that the employer and employee were engaged in interstate commerce and that the Fair Labor Standards Act had been violated.

During the trial, testimony was presented proving that the employer was engaged in selling merchandise which it purchased from local producers and from dealers in other States. This merchandise was delivered by truck and rail, unloaded into his warehouse and from there he sells and distributes it to the retail trade. Some of the merchandise was shipped to customers outside the State, which resulted in these transactions being interstate, but this particular employee was employed to drive a truck and distribute merchandise to the local trade within the State. Therefore, the lower court held the employee not entitled to recover compensation, based upon the Fair Labor Standards Act, and the higher court upheld this decision, saying:

"We concur with the learned Justice presiding below that it cannot be held in this action that the hours and wages of the plaintiff employee, while he was working in the defendant's purely intrastate business, so affected interstate commerce that they are subject to Federal control under the Fair Labor Standards Act."

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**Calif.-Liquor Decision Sets Precedent**

In a significant decision covering rates in the transportation of alcoholic liquors between San Francisco and Los Angeles, the California Railroad Commission has ruled, in effect, that excepting for differences in services, the Commission has no authority to establish differences in rates between rails and trucks. The order (No. 4246) which in the words of the Commission "arises out of the competitive efforts of rail and highway carriers to obtain the traffic," and the decision now handed down, are of far-reaching importance inasmuch as they set a precedent in the matter of true rail competition for existing business.

Background is as follows: The Santa Fe and Southern Pacific railroads had previously been permitted lower rates to enable them to regain tonnage (some 100 carloads a year from Schenley and Hiram Walker distilleries in San Francisco and Los Angeles areas). As a result of the new decision, the rail cut from 35 cents to 28 cents, and reduction of minimum from 40,000 to 30,000 lbs., stands; however, truck operators are permitted to meet the rate. Furthermore, trucks are allowed to add 1½ cents for loading and 1 cent for unloading, and to charge \$4 a round trip for use of platform for advertising purposes. They are further permitted to add local drayage rate to points in the Los Angeles area not served by rail (running from 9 cents to 15 cents on 20,000 lbs. and up). Up till now, trucks have used the 3-mile distance class rate of 4½ cent four class.—Gidlow.

**Central Whse., Los Angeles, Gets Rubber Storage Extension**

The California Railroad Commission has granted the Central Warehouse & Storage Co. of Los Angeles authorization to extend to June 30, 1943, its permit for using increased warehouse space in the amount of 25,000 sq. ft. to store crude rubber for the U. S. Government.

Extension of the original permit, which expired June 30, was sought because the crude rubber stored by the firm for the Rubber Reserve Corp. of the government, it was stated, may remain in storage indefinitely.—Herr.

**For-Hire Rates Upped at Los Angeles**

In a decision made effective June 20, the California Railroad Commission authorized a substantial upward revision of the rates and broad amendment of the rules and regulations contained in City Carriers' Tariff No. 1 and Highway Carriers' Tariff No. 5 as they apply to trucking by for-hire carriers within the drayage area of Los Angeles County.

The rate increases were granted, following the submission of testimony concerning the advance of handling costs in the area, which had been submitted at C.R.C. hearings in Los Angeles by the Motor Truck Assn. of Southern California in behalf of 150 members operating in the county drayage area.

The class rates requested by the association were higher than the ones in effect by amounts ranging, in some instances, up to 70 per cent. The estimated costs for the furnishing of vehicles on an hourly basis, the cost studies disclosed, were from 1 per cent to 40 per cent above the existing rates for corresponding services and for furnishing trucks for weekly and other periods the costs were shown to be from 1 per cent to 30 per cent above existing rates.

The decision ordered that the revised tariff apply to transportation of shipments on a wide variety of commodities listed in Items Nos. 10-I and 11-J, from (Concluded on page 120)



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### F.B. Control of Imports Starts July 2

The War Production Board will take control of imports of commodities for civilian use as well as strategic materials beginning July 2, under a revision of General Imports Order M-63 issued June 2nd by J. S. Rawlson, Director of Industry Operations.

Purpose of the order is to take advantage of available shipping space by requiring that commodities be imported in the order of their importance. This is accomplished by attaching to the order Lists I, II and III and setting up rules for the importation of the commodities on each list.

**List I**—No person, except Government agencies, may import, purchase for import or contract for importation of any material on this list except by special authorization of the Director of Industry Operations. Applications for this permission must be made on Form PD-222-C. Imports may continue to be made under existing contracts, but all such contracts must be reported immediately to the War Production Board.

After commodities on this list are imported the owner cannot sell, process or move them beyond the place of initial storage. He can sell them to Government agencies, or apply for authorization to process or move them on Form PD-222-A.

Reports of imports must be made on Form PD-222-B by all persons, including Government agencies, to Collectors of Customs before the materials are entered for consumption, for warehouse, or withdrawn from warehouse. With the exception of this provision regarding Government agencies, this method of handling imports is substantially the same as that now in force.

**List II**—Commodities on List II are subject to the same import regulations as those on List I. Permission to import must be sought on Form PD-222-C, existing contracts must be reported, and reports on PD-222-B must be made to the Collector of Customs.

After legal importation has been made, however, commodities on List II may be sold, processed or consumed without restriction, insofar as M-63 is concerned. These commodities either are covered by other orders which provide sufficient control over their use, or no control is deemed necessary.

**List III**—Existing contracts for importation of commodities on List III will not be allowed to stand, as are those on the other 2 lists. Specific authorization for import must be obtained on Form PD-222-C, regardless of existing contracts.

After materials on this list are imported they may be disposed of without restriction, insofar as this order is concerned, except that reports must be made to the Collector of Customs.

It was emphasized that the granting by the Director of Industry Operations of authorization to import is not a guarantee of shipping space. This must be obtained in the usual way at the point of origin of the shipment.

Issued simultaneously with M-63 is Supplementary Order M-62-a, which releases from the provisions of M-63 commodities imported overland or by air from Canada and Mexico.

### Aspinwall Celebrates 50 Yrs. in Business

Clarence A. Aspinwall, president of the Security Storage Co., Washington, D. C., on June 1 celebrated the 50th anniversary of service with that company. He was on June 1, 1892, at the age of 17, that he started his career with the Security Storage Co., which was then just a department of the American Security & Trust Co. Mr. Aspinwall has seen several additions made to his firm's building since he started, but it is

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still at the same location, 1140 Fifteenth St., where he began work. "I was the entire clerical then," he stated.

Looking back over his first 50 yrs. in business likes to recall the acquaintances he had made in of storing and moving household and personal of Presidents, Ambassadors, Supreme Court Just and many other famous personages. On the wall his office are personally autographed pictures ofidents Theodore Roosevelt, Taft, Wilson, Har Charles Evans Hughes, former Chief Justice; men, diplomats, generals and admirals. His firm moved Presidents into and out of the White House transported the belongings of Ambassadors to all of the world.

He became president of the company on Jan. 1, 1911. Other affiliations are a vice-presidency of the Safe Storage and Safe Deposit Co., Norfolk, Va., and rectorship of the American Security and Trust Terminal Refrigerating and Warehousing Corp., rett Operating Service and Washington Market Co.

**Calif. Van Rates  
Upped**

The California Railroad Commission granted increases, effective May 20, for household goods in Territory "B" amounting to advances from \$3.00 \$4.00 per hour in minimum rates for a large van, and helper in the Los Angeles and San Diego metropolitan areas, and Orange and Los Angeles Counties outside the metropolitan area.

Large van rates in the Los Angeles-San Diego metropolitan areas for van and driver only were increased from a minimum of \$2.70 per hour to \$3; and van rates, which embrace hauling units with 70 ft. less loading area, were increased 30c. and 45c. per hour, to a level respectively, of \$2.45 for van driver, and \$3.45 for van, driver and helper.

Rates for Orange County and those portions of Angeles County not included in the metropolitan area were increased from \$2 to \$2.25 for small van driver; \$2.65 to \$3.10 for small van, driver and helper; \$2.50 to \$2.80 for large van and driver; and \$3.10 to \$3.65 for large van, driver and helper. No increases were authorized for the rest of Territory "B."

The C.R.C. decision also reallocated the territorial arrangement in the State by adding Orange County and the balance of Los Angeles County to Territory "B." Under the new setup, Territory "B" now includes all of Los Angeles, Orange and Marin Counties, metropolitan San Diego, Sacramento, San Bernardino, San Jose, portions of Santa Barbara County, and cities of Stockton, Fresno and Bakersfield.

The United Van & Storage Assn. and California & Storage Assn. called a joint meeting at Los Angeles to discuss the new rate order and other rate problems in order to aid household goods movers in adjusting their rate as soon as possible to the higher costs which they have been operating for some time.

The varying minimum rates now applying in the various portions of Territory "B" in accordance with the new order are as follows:

	Metro. Area	L.A.-San Diego	L.A.-Orange Co. Outside Metro. Area
Vans of 70 sq.ft. or less loading area	\$2.45	\$2.25	
Equipment & driver	3.45	3.10	
Equip., driver & helper	4.00	3.65	
Additional helpers	1.25	1.00	
Over 70 sq.ft.			
Equipment & driver	3.00	2.80	
Equip., driver & helper	4.00	3.65	
Additional helpers	1.25	1.00	



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Modern Concrete Warehouses. Collections promptly remitted.  
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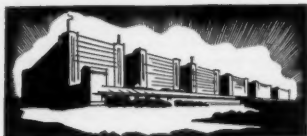


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★ These are not by any means all of the good reasons but they present a few of the strong arguments to suggest why, for light manufacture or warehouse purposes, in Chicago—It's Central Storage.

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New York office: 25 Beaver Street, Tel. HAN. 2-1172

### Chicago Storage Leases

The unavailability of suitable standard warehousing facilities in Chicago is forcing industrial and commercial concerns in need of storage space to look for it in property formerly used for a variety of purposes, often located far outside business districts. Illustrative of this trend is the lease signed by Sears Roebuck & Co., for a 6-story garage and sales agency building at 5060 N. Broadway, in the heart of the "Automobile Row" tributary to Rogers Park and other North Shore residential areas. The building, containing 80,000 sq. ft. of space, was made vacant when the previous tenant moved to another location. It will be used by Sears entirely for warehousing purposes.

Marshall Field & Co. solved its problem of finding more storage space by leasing a building at 25th Street and Wabash Avenue, far South of the downtown district, which was formerly used by Bendix Aviation Corp. It contains 180,000 sq. ft., is of fireproof construction, equipped with sprinklers and provided with good shipping facilities.

Still a 3rd large lease reported was made by Montmorency Paper Co., Ltd., of Quebec, for 100,000 sq. ft. in a building at 320 N. LaSalle Street. It will store newspaper paper shipped to Chicago by boat.

Many manufacturers whose expanded war production activities require additional storage space are finding it in automobile sales rooms and service garages recently vacated because of curtailment of automobile sales and restrictions on use of motor cars. According to realtors, however, most of this was quickly absorbed. The large open floor areas in such property were found readily adaptable to use for overflow storage and some realtors are expressing the opinion that use of this type of building for warehousing will be permanent.—*Slawson.*

### Chicago Emergency Whse. Group Organized

Organization of the Federal Emergency Warehouse Assn. of Chicago was completed last month and plans have been developed for operations in line with the national group warehousing set-up devised by the O.D.T. which was outlined in the June issue of *DandW*.

G. M. McConnell, president of Railway Terminal Warehouse Co., was named chairman of the executive committee, whose other members are W. W. Huggett, president of North Pier Terminal Co., H. G. Crooks, president of Crooks Terminal Warehouses, and Sidney Smith, president of Anchor Storage Co.

Donald E. Horton, executive secretary, Illinois Assn. of Merchandise Warehousemen, was selected as general manager and offices of the Emergency Association will be maintained in Mr. Horton's headquarters at 308 West Washington St. It is emphasized, however, that the 2 associations will be operated as distinctly separate entities.

In announcing the new organization on June 5, Mr. McConnell said it was expected that several million square feet of space in Chicago, not previously considered as public warehousing space will be occupied in the next 3 mos. The War Dept., he said, could use storage space for 1000 carload of materials "instantly," if it was ready. There are also demands, he added, for space for the Navy, the Treasury procurement section, the F.S.C.C. for lend-lease buying and the rubber, metal and wool reserve of R.F.C.

An appeal has been issued to Chicago manufacturers to list vacant space in their properties which can be converted to storage use. This, it is pointed out, will provide a cash revenue from idle space and help the Government as well.

Low fees, barely sufficient to cover costs, will be charged by the Emergency Association and, as Mr.

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We specialize in pool car shipments of H.H. goods east to coast in padded freight cars—No crating necessary—Low rates. Consign your shipments to our nearest warehouse. We will reship  
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Commercial Hauling & Moving in Chicago & Suburbs for 34 Years



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310 West Polk St.

One block from Main U. S. Post Office







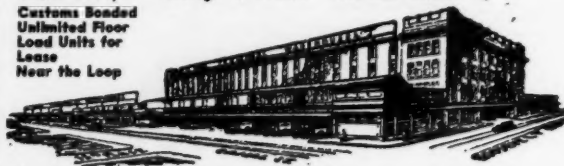
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Complete warehouse service with personal supervision.  
Pool Car Distribution

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A.D.T. Service

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Prompt Delivery and Best of Service.

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A half million feet of modern warehouse space where you have every advantage for receiving, shipping and reshipping. Track space accommodates 360 railroad freight cars. 70 ft. covered driveways practically surround the clean, light and airy warehouse.

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### **WESTERN WAREHOUSING COMPANY**

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## **Decatur Warehouse Company** (SHUMATE TRANSFER)

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TRANSFER—STORAGE—DISTRIBUTION

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Licensed—Bonded—Insured Carriers

McConnell said, the real gain will be in keeping the industry from being swamped by demand for more space than is available in regular warehousing channels. The immediate availability of storage facilities will also eliminate possibilities of chaotic conditions on the railroads, since prompt unloading of freight cars will prevent destructive delays in their re-use by the carriers.

Chicago's central location offers strategic advantages for large scale Government storage activities, since the city is reasonably secure from invasion or bombing raids. At the same time, it is ideally situated and equipped for moving freight in any direction.

Mr. McConnell received a commission as Colonel in an officers' training camp during World War I and was later assigned to Washington to work on warehouse problems. Mr. Huggett saw active service overseas as a sergeant in the 6th Marines, 2nd division, and was wounded at Soissons. Others in the organization also have service records in the 1917-18 conflict.—Slawson.

### **Denver Plans Pool**

There is more than 300,000 sq. ft. of storage space available in Denver for war emergency use. Members of the Colorado Transfer & Warehousemen's Assn. have drawn up plans for the formation of a Federal Emergency Warehouse Assn.—Alexander.

### **Boston Whse. Pool**

Boston warehousemen are working on the pooling of warehouse space with the Office of Defense Transportation, formulating a plan similar to the one which has just been put through at Philadelphia. (See page 6, June issue.) It is hoped that it will be in operation within the next 2 or 3 weeks from the date of the present writing, June 12.

The committee which is planning the operation of the association is composed of A. N. Greenquist, Fitts Warehouse Corp., chairman; Walter Larkin, J. L. Kelso Co.; Sherburn Wiggin, Wiggin Terminals, Inc.; Paul Amon, Atlas Terminal Stores, Inc.; William Condon, A. M. Somes Warehouse Co., and Howard E. Wemyss, Hoosac Storage and Warehouse Co.—Wellington.

### **Whse. Investment Values to Increase**

Surveying present trends in business conditions which have a bearing on real estate values, Capt. Wm. Lewis Leighly, professional Chicago real estate appraiser, now with the army air forces, predicts that the current situation is going to greatly augment the investment value of warehouses. In the report of this survey which appears in a recent issue of *The Review*, house organ of the Society of Residential Appraisers, Chicago, Capt. Leighly discusses several factors working in favor of owners of warehouse properties.

The demand for storage space will continue to increase, he believes, both because of the necessity for storage of war materials and for the warehousing of civilian goods for the duration occasioned by breakup of families due to the transfer of labor or the service of family heads in the armed forces.

Another factor which he says is assuming major importance, "is the probable shift of goods for storage from the coastal regions which are more vulnerable to attacks by bombing or shell fire from enemy ships or seaborne planes. Already there has been a considerable volume of records and other non-perishable goods moved from the more vulnerable cities to inland locations. Much of the permanent storage of the country may be sent inland from warehouses which are more convenient to dock facilities along the seaboard, in order that these latter warehouses may be utilized for war purposes while goods stored for a long time may be stored at any place in the interior, provided transportation is available."—Slawson.



87



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Complete facilities for the storage and distribution of  
**MERCHANDISE**

PRIVATE SIDING—BIG FOUR—CONNECTING WITH ALL  
RAILROADS—NO SWITCHING EXPENSE. TRUCK  
SERVICE.

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Consign shipments via C&O or Big 4. Distribution of  
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Merchandise and Cold Storage  
Modern Cold Storage Locker Plant, 1400 Capacity  
Private Siding on Grand Trunk Western Railroad  
Pool Car Distribution, Trucking Service  
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A.D.T. Service

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Merchandise Storage and Distribution a Specialty  
Pool Cars Solicited

Motor Trucks for Store Door Delivery. Our clients do the selling—We  
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License No. 12-4.

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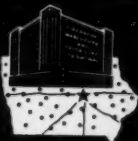
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General Merchandise Warehousing and Distribution. Cold  
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Siding on C. M. St. P. & P. Rd. Free Switching from Other Roads.  
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All Modern Facilities For Efficient Warehousing  
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DAILY SERVICE IN EVERY DIRECTION

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At Davenport, Iowa, Rock Island and Moline, Ill.  
Fireproof Warehouse on trackage. Phone Dial 3-3653.  
Branch office and Warehouse service—Missis-  
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Pool- and Stop-over Distribution.  
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Warehouse  
ON  
C. R. I. & P. Ry.



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Merchandise and Household Goods  
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Private Siding — Free switch from  
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TRY OUR SUPERIOR SERVICE

40 years' warehousing nationally known accounts  
gives you Guaranteed Service  
Daily reports of shipments and attention to  
every detail.

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Pool Car Distribution  
Special Heavy Equipment for Machinery, Boilers, Presses.  
Siding C. R. I. & P. Ry.. Free Switching from any R. R.  
Operators—Wholesale Merchants Delivery—Retail Merchants Delivery  
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1880—62 Years' Continuous, Efficient Service—1940

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Merchandise & Household Goods Storage

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Floor loads 500 lbs. per ft.

Low insurance rates.

Complete-Motor-Freight-Facilities.

Pool car distribution—all kinds. Merchandise & House-  
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Merchandise Storage,  
Household Goods Storage,  
Pool Car Distribution,  
Local and Long Distance  
Moving.

Packing & Crating,  
Local Transfer,  
Private Sidings,  
Motor Freight Terminal.



## Factories on the Move

(Concluded from page 69)

Aluminum Co. of America, Inc., Gulf Bldg., Pittsburgh, Pa., plans new aluminum ore-processing plant in Stanislaus County, Cal., comprising a large group of one and multi-story production buildings and auxiliary structures, to develop a capacity of 100,000,000 lbs. of aluminum per annum. Cost about \$12,000,000. Financing will be provided by Defense Plant Corp., Washington, D. C.

National Brass Co., Grand Rapids, Mich., manufacturer of hardware products, screw machine specialties, etc., has purchased local 5-story building previously held by the Hirth-Krause Co., shoe manufacturer, and will improve for occupancy for new storage and distributing plant.

Miller Mfg. Co., Inc., Lynbrook, L. I., N. Y., manufacturer of millwork products, has purchased property known as Pratt Oval, Glen Cove, L. I., totaling over 60 acres of land, and will use for new plant. Erection of several one-story buildings for general woodworking, storage, distribution, etc., will begin soon. Cost reported over \$80,000.

Drying Systems, Inc., 1800 West Foster Ave., Chicago, manufacturer of mechanical drying equipment, etc., has approved plans for new one-story plant, 30 by 300 ft., at 5229 No. Ravenswood Ave., for which superstructure will begin soon. Cost over \$75,000, with equipment.

United Aircraft Corp., Pratt & Whitney Div., East Hartford, Conn., manufacturer of airplane engines and parts, plans new plant in Kansas City, Mo., area (exact location withheld) for production for Government. It will consist of a large group of one and multi-story buildings, reported to cost about \$75,000,000 with machinery. Financing will be provided by Defense Plant Corp., Washington, D. C.

Clopay Corp., Clopay Square, Cincinnati, Ohio, manufacturer of paper products, has leased a 3-story industrial building on Church St., Spring Valley (Rockland County), N. Y., and will improve and equip for new branch plant.

Norton & Co., Inc., 339 L St., S.W., Washington, D. C., manufacturer of tallow, greases, etc. has completed plans for new branch rendering plant at Alexandria, Va., consisting of a main 3-story structure and several auxiliary buildings. Cost reported over \$80,000, with equipment. Work will proceed at once.

B. F. Goodrich Co., South Main St., Akron, Ohio, has contracted with Government for construction and operation of new plant in Texas (exact location withheld) for production of latex, comprising a series of one and multi-story buildings, equipped for large output, with auxiliary structures for storage, distribution, shop and other service. Cost about \$17,000,000. Financing will be provided by Defense Plant Corp., Washington, D. C.

## To Move 2 Acme Steel Departments

Two entire departments of the Acme Steel Co. plant in Chicago will be moved to Riverdale, Ill., to permit expansion for war work. The shift, which affects the stitching wire and corrugated fastener divisions, will increase the floor area about one-third. Recently, the company opened a tool assembly, salvage and inspection department in a room formerly occupied by the hoop department, which was moved to Riverdale. Salvaging of tools is something new with the company.

## WATERLOO, IOWA

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Fireproof Warehouse Motor Truck Service

Distributing and Warehousing All Classes of Merchandise, Household Goods and Automobiles

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Distribute Pool Cars, Ship via RI or Santa Fe Rys.

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Packing, Moving, Storing and Shipping. Private Siding  
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N.F.W.A.

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TWICE DAILY TRUCK SERVICE TOPEKA-KANSAS CITY  
CITY-WIDE DELIVERY SERVICE

Private Switch Connections AT & SF, CRI & P, U.P. and M.P.

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A Modern Distribution and  
Warehousing Service

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Member of American Chain of Warehouses

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WICHITA, KANSAS

Fireproof Storage and Sprinkler System

## WICHITA, KANSAS

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944,000 SQUARE FEET

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Gen'l Mds. ——— H. H. Goods

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Member of A.W.A.—May W.A.—S.W.A.



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B. F. HENRY, Pres. HARRIET POWERS, Secy.-Treas.

## Rapid Transfer and Storage Co., Inc.

1056-1058 WASHINGTON STREET

Merchandise and Household Goods Storage



Pool Car Distribution  
Ship via R.I. Ry.—So.P.—L.&Ark. Ry.—Mo.P.  
and T.&P.  
Agents for Allied Van Lines, Inc.  
Member NFWA-SWA

## NEW ORLEANS, LA.

L. B. FONTAINE, Pres. &amp; Mgr.

# Commercial Terminal Warehouse Company

INCORPORATED

## Modern Merchandise Warehouses

A dependable agency for the  
distribution of merchandise  
and manufactured products.



New York—Chicago

Storage Cartage Forwarding  
Distributing Bean Cleaning  
and Grading Fumigating

Office 402 No. Peters Street  
NEW ORLEANS LOUISIANA

## NEW ORLEANS, LA.

# Douglas Shipside Storage Corporation

## Douglas Public Service Corporation

Represented by  
Distribution  
Service, Inc.  
New York Chicago  
San Francisco



New Orleans, La.  
Sprinklered storage—  
1,050,000 square feet.  
Mds. and Furniture.  
Switch track capacity —  
100 cars.  
Nine warehouses, conve-  
nient to your trade.  
Loans made against nego-  
tiable receipts.  
Trucking Department op-  
erating 105 trucks.  
Insurance Rates 12¢ to  
46¢.



ATTENTION  
SHIPPERS

Local traffic matters are  
studied and freight shipments  
given best routing. Ordinarily, it  
is difficult for the most efficient traf-  
fic department to know all changes in  
distant parts of the country.

# Uniform Policy on Appeals to Continue Halted Production

A uniform policy to be followed in the consideration of all appeals for permission to continue production which has been halted by W.P.B. conservation and limitation orders was announced June 2nd by the War Production Board.

The policy adopted by W.P.B. will govern decisions on appeals to assemble processed or semi-processed inventories beyond cut-off dates or in excess of limitation quotas. In general, such appeals will not be granted except when the materials involved have already been fabricated to such an extent that their use as scrap would be grossly wasteful.

The War Production Board has issued more than 200 conservation and limitation orders restricting or stopping production of hundreds of different articles.

The granting of appeals will be considered only after it has been determined that no other adequate relief is available to the applicant. Relief available in many cases without granting an appeal from the terms of a W.P.B. order includes:

- (1) Assistance in disposing of frozen inventory materials to other companies permitted to use them, or to Government agencies;
- (2) Re-sale to the source of supply;
- (3) Assistance in securing war orders or in conversion of facilities to direct war production;
- (4) Advice on obtaining financial assistance from the Bureau of Finance in the Division of Industry Operations;
- (5) Assistance in the disposal of idle production equipment.

Before filing an appeal under an order, any company which considers itself subjected to undue hardship should consult with the nearest W.P.B. field office to find out whether any of the forms of assistance outlined above will solve its difficulties.

When an appeal is filed in proper form for permission to assemble processed inventories in excess of limitation or conservation orders, no such appeal will be granted unless:

- (a) The amount of unprocessed critical material is exceptionally small.
- (b) The following tests are met:
  - (1) The processed inventory must be without salvage or reclaim value to war production, and, if not assembled, must have small scrap value, compared to the worth of the completed item.
  - (2) The appellant must not be in violation of existing Conservation, Limitation, or Priority Orders.
  - (3) The appellant must not have purposely processed a large inventory with the view of requesting preferential treatment or have, otherwise, violated the spirit of the order from whose terms he is appealing.
  - (4) The labor to be employed for the assembling of the inventory will thus be trained for war work, or if this is not the case, the labor so used for assembly should not be required immediately for war production.
  - (5) Consideration will be given if granting the appeal will help finance conversion to war work, or if this is not the case, will relieve the appellant's financial stress, and in no way interfere with the war effort.
  - (6) Granting the appeal must not give the appellant any substantial advantage over competitors in a like situation.
  - (7) No permission will be granted to use or procure materials which are very scarce, such as nickel and tungsten, except when the amount is extraordinarily small and the article manufactured will have an unusually large value to the national economy.

Primarily, appeals will be granted only if the successful prosecution of the war is furthered thereby. However, there may be certain appeals for relief where to deny the appeal would injure civilian economy without corresponding benefit to the war effort. In those instances the tests above will be treated as the basic points to be taken into consideration in determining whether or not to grant the appeal.

# 571 Electric Industrial Trucks Sold in April

Domestic bookings of electric industrial trucks totaled 571 units during April, figures just released by the Industrial Truck Statistical Assn., Chicago, indicate. Total net value of chassis only booked during April was \$2,228,791, compared with \$1,664,988 in March. By types, 28 non-elevating platform trucks; 473 cantilever; 44 light duty tractors; 25 crane; and one special truck were sold.



NEW ORLEANS, LA.

**MALONEY TRUCKING & STORAGE, Inc.**

133 NORTH FRONT ST.

An able servant to the PORT OF NEW ORLEANS  
Specialty warehousing facilities—Distribution—Weighing—Forwarding—Fumigating—Storage—Cartage—Field Warehousing—Office Space—Display Rooms—  
Sprinklered Risk.

UNITED STATES AND STATE BONDED

Represented By:

Interlake Terminals, Inc., New York—Chicago  
New Orleans Merchandise Warehousemen's Ass'n.



NEW ORLEANS, LA.

T. E. GANNETT, Owner



**Standard Warehouse Company**

100 Poydras St., New Orleans, La.

**Complete Warehousing Service**

SHREVEPORT, LA.

**The Distribution Center  
of ARK.—LA.—TEX.**

**SPECIALIZING IN  
MERCHANDISE STORAGE  
and POOL CAR DISTRIBUTION**

Modern fireproof facilities with sprinkler system... Private siding... Watchman service... Low insurance rate... Truck connections with all motor freight lines... Courteous, efficient service for thirty-two years... IF you want your customers to get the best

in Distribution Services—**HAVE HERRIN ANDLE!!!**

**HERRIN TRANSFER and WAREHOUSE CO., INC.**

MARSHALL AT DAVIS STREET, SHREVEPORT, LA.  
Household Goods Storage and Transfer.  
Trucking Delivery Service.

SHREVEPORT, LA.

**Terminal Warehouse & Transfer Co., Inc.**

Office 629-31 Spring St.

Merchandise and Household Goods Warehouse, sprinklered, 40,000 square feet. Distribution of Pool Cars. Transfers Household Goods.

Member of A.W.A.—May. W.A.—S.W.A.

BANGOR, MAINE

**McLAUGHLIN WAREHOUSE CO.**

Established 1875

Incorporated 1918

**General Storage and Distributing**

Rail and Water Connection—Private Siding

Member of A.C.W.—A.W.A.—N.F.W.A.—Agent A.V.L.

**No New England Car Shortage**

Reports from New England indicate no shortage of freight cars. Inbound loads so exceed outbound loads that many cars are now being returned empty to connecting lines. If these outbound cars were loaded, it is felt that no serious difficulties would result. New England would welcome more tank cars.—Wellington.

**Florida Pipe Lines,  
Barge Canal Voted**

The House passed and sent to the Senate on June 17 a bill authorizing the construction of a barge canal across Northern Florida and one or more pipe lines designed to transport 90,000 to 250,000 barrels of oil a day from the oil fields of Texas and Mississippi to Georgia to alleviate the Eastern oil shortage.

For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

MEMBER MAYFLOWER



WAREHOUSEMEN'S ASSN.

**Atlantic Storage & Warehouse, Inc.**

P. O. Box 784 71 Kennebec Street Portland, Maine

Warehousing and Distribution of General Merchandise except goods detrimental to foodstuffs

Modern construction

Sprinkler system protection

Insurance rate 16½c

A.D.T. Automatic Burglar System

Storage in transit privilege on flour, canned goods, paper and paper bags

BALTIMORE, MD.

For Details See Directory Issue  
Distribution and Warehousing



**BALTIMORE FIDELITY WAREHOUSE CO.**

T. E. WITTERS, President

Baltimore's Most Modern Merchandise Warehouses

Rail and Water Facilities

Pool Car Distribution—Storage—Forwarding

Private Siding Western Maryland Railway

BALTIMORE, MD.

**CAMDEN WAREHOUSES**

Operating Terminal Warehouses on Tracks of

The Baltimore & Ohio Railroad Co.

A.D.T. Private Watchman, Sprinkler

Storage—Distribution—Forwarding

Tobacco Inspection and Export—Low Insurance Rates

Consign Via Baltimore & Ohio Railroad

BALTIMORE, MD.

U. S. Customs  
Bonded Draymen



MAIN OFFICE: PHILADELPHIA ROAD

**DAVIDSON  
TRANSFER & STORAGE CO.**

Household Goods and Merchandise—Storage—Delivery

—Uncrating—Special Flat Bed Trucks for Lift Cases.

Agents: Allied Van Lines... Member N. F. W. A.

BALTIMORE, MD.

Martin J. Reilly, Pres. A. Bernard Hyatt, Vice-Pres.

**FIDELITY STORAGE CO.**

2104-6-8 MARYLAND AVE.

Baltimore's Modern Fireproof Warehouse

Your Clients Efficiently Served

All Collections Promptly Remitted

**MOTOR FREIGHT SERVICE**

Household Goods

Pool Car Distribution

Merchandise

Member of N. F. W. A.—M. F. W. A.—M. E. M. T. A.

Agent for Allied Van Lines, Inc.

BALTIMORE, MD.



**VAN LINES**

&

**FIRE-PROOF STORAGE WAREHOUSES**

524 to 534 WEST LAFAYETTE AVENUE

BALTIMORE, MD.

The Most Complete Moving and Storage Organization in Baltimore. MERCHANDISE and HOUSEHOLD GOODS—Two Warehouses conveniently located—Packing—Crating—Lift Van—Local drayage—desk space. Long Distance Moving to all points.—Certificate granted—MC-52452.

Tarif-Independent Movers' and Warehousemen's Assoc.

## BALTIMORE, MD.

# McCORMICK WAREHOUSE COMPANY

LIGHT AND BARRE  
STREETS  
BALTIMORE, MD.

Concrete sprinklered warehouse centrally located. Private siding handling CL shipments via B&O, WM R.R. and PENN R.R. Low storage and insurance rates. Negotiable receipts issued. Pool car distribution. Motor truck service. Baltimore Port rates on CL via M & M T Co., from New England.

## BALTIMORE, MD.

\* AN ASSOCIATED

## Terminal Warehouse Co.

Operating four Modern Warehouses on tracks of Pennsylvania Railroad Company.

Trucking Storage  
A.D.T. Watchmen  
Pool Car Distribution  
Financing Bonded Space

Founded  
1893



Resources  
\$750,000

W  
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## BOSTON, MASS.

## CLARK-REID CO., INC.

GEO. E. MARTIN, President

GREATER BOSTON SERVICE

HOUSEHOLD GOODS STORAGE—PACKING—SHIPPING

OFFICES: 83 Charles St., Boston

380 Green St., Cambridge

Mass. F.W.A. Conn. W.A. N.E.W.A. AVL.

## BOSTON, MASS.

## CONGRESS STORES, Inc.

38 STILLINGS ST.

GENERAL  
MERCHANDISE STORAGE

Pool Car Distribution

Sidings on N. Y., N. H. & H. R. R.

Protected By  
A.D.T. Service

Member  
Mass. Warehousemen's Assn.

## BOSTON, MASS.

Established 1896

PACKING MOVING

D.W. DUNN CO.

STORING SHIPPING

COMPLETE WAREHOUSING FACILITIES

CONTAINER SERVICE

46 Bromfield St.

Member May W. A.

3175 Washington St.

## BOSTON, MASS.

CHARLES RIVER STORES  
131 Beverly Street  
Boston and Maine R. R.

ALBANY TERMINAL STORES  
137 Kneeland Street  
Boston and Albany R. R.

DIVISIONS OF

## FITZ WAREHOUSE CORPORATION

GENERAL MERCHANDISE STORAGE

Free and Bonded Space

-1-

Pool Car Service

Successors to

FITZ WAREHOUSE & DISTRIBUTING CO.

Rail and Motor Truck Deliveries to All Points in New England

Represented by

NEW YORK

ALLIED DISTRIBUTION INC.

CHICAGO

11 WEST 42ND ST. PENN. 6-0967

1525 NEWBERRY AVE. (MON. 553)

## BOSTON, MASS.

## Hoosac Storage and Warehouse Company

Lechmere Square, East Cambridge, Mass.

FREE AND BONDED STORAGE

A.D.T. Automatic Fire Alarm

Direct Track Connection B. & M. R. R.

Lechmere Warehouse, East Cambridge, Mass.

Hoosac Storage, Hoosac Docks, Charlestown, Mass.

Warren Bridge Warehouse, Charlestown, Mass.

## BOSTON, MASS.

W. A. KELSO

A. WALTER LARKIN

Pres. Treas. & Mgr.

C. F. COWLEY, Asst. Treas.

## J. L. KELSO COMPANY

Established 1894

General Merchandise Warehouses

UNION WHARF, BOSTON

Connecting all railroads via

Union Freight Railroad Co.

Member of Mass. W. A.

A.D.T. Service

Motor Truck Service

## BOSTON, MASS.

## MERCHANTS WAREHOUSE CO.

453 COMMERCIAL STREET

CAP. 7760

Central Location. Private railroad siding, connected

to all railroads.

Free and Bonded Storage.

A. W. A.

M. W. A.

One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehouses

## BOSTON, MASS.

## QUINCY MARKET COLD STORAGE

AND WAREHOUSE COMPANY

Incorporated 1881

178 Atlantic Ave., Boston, Mass.

## BOSTON, MASS.

## WIGGIN TERMINALS, Inc.

50 Terminal St.

Boston (29)

Mass

## STORAGE

B. & M. R.R.

Mystic Wharf.

Boston

N. Y., N. H. & H. R.R.

E. Street Station

South Boston

## BOSTON, MASS.

ESTABLISHED 1830

## D. S. WOODBERRY CO.

P. O. BOX 57, NORTH POSTAL STATION, BOSTON

Largest Pool Car Distribution Specialists for New England

TRUCKING & STORAGE

BOSTON & MAINE R.R. SIDING

**Wood Pulp Differentials**

Wood pulp producers have been informed by the I.C.C. that the correct means for computing freight differentials which may be charged to consumers is as follows: Divide the actual total freight cost by the number of invoiced air-dry short tons in the shipment; the resultant figure is in excess of the appropriate basic transportation allowance per air-dry ton set forth specifically in the regulation the amount of the excess may be added to the consumer's invoice price per air-dry ton.

**Shipper Concessions Opposed by I.C.C.**

An I.C.C. examiner, J. P. McGrath, on June 15 recommended that the Baltimore & Ohio, Western Maryland, and Pennsylvania Railroad companies be ordered to cease the granting of concessions to shippers at North Atlantic ports other than New York. It was found that these railroads had provided voluntary storage and handling services to some shippers at less than cost. The Canton Railroad Co. was likewise cited for the same practices, and "prompt corrective action" was recommended. Ports affected are: Baltimore; Portland, Me.; Boston; New London, Conn.; Providence, R. I.; Albany, N. Y.; Philadelphia; Wilmington, Del.; Camden and Trenton, N. J.; and Norfolk, Portsmouth and Newport News, Va. July 6 was the date set for ending the period in which to file exceptions with the I.C.C.

**Army's Chicago Station to Speed Up L.C.L. Consolidation**

In an effort to alleviate the strain on railroad freight facilities, the United States Army opened a Consolidating Station June 15 for the purpose of converting less-than-carload Westbound shipments into solid carloads, the War Dept. announced.

The new station, first of its kind, will be operated by the Traffic Control Division, Transportation Service, under the Services of Supply. Because of the location of manufacturing centers, most less-than-carload shipments move Westward. Therefore, it was decided to establish the station in Chicago, a railroad center in which the manufacturers East of the Mississippi and North of the Ohio River could funnel their smaller consignments. Later, however, another station may be opened in New York City or Philadelphia, or one in each city, for the purpose of consolidating shipments from the factories on the Eastern seaboard.

A further economy in the use of freight cars will be effected by using all means of transport such as truck, railroad express, and parcel post for all less-than-carload shipments originating within the range of an overnight haul of the consolidating station. These means will again be used when the shipments are broken down at distribution stations for the final haul to their destinations.

The consolidating station will utilize the facilities of the Chicago Junction Railroad, adjacent to the Army's great Chicago Quartermaster Depot. It will be able to handle 10 freight cars and 10 trucks simultaneously, and it will be possible to expand this capacity in the future.

Under present conditions, a small war shipment goes into a freight car and only partly fills it. Then it goes to its destination by a random route. The shipment may be transferred several times from car to car and railroad to railroad before it arrives. Time as well as space is wasted, for a shipment may have to wait hours or even a day or 2 before it can be transferred to another railroad.

While the new system will ease the transportation

**LYNN, MASS.****LYNN STORAGE WAREHOUSE CO.**  
154-156 Pleasant St.

The only Fireproof warehouses on the North Shore complete with every facility and private sidings for the storage and distribution of merchandise, automobiles and household goods. 100,000 sq. feet of space.

Distributors—Packers—Shippers—Movers  
Member N.F.W.A.—Mass. F.W.A.

**NEW BEDFORD, MASS.****NEW BEDFORD STORAGE WAREHOUSE CO.**

MAIN OFFICE — 152 FRONT STREET

Large modern warehouses centrally located in wholesale district—specially constructed for storage, handling and distribution of general merchandise.

Storage and Industrial Space for Rent or Lease  
Furniture, Storage, Packing and Shipping  
Member of NFWA—AVL—American Chain of Whos.

**PITTSFIELD, MASS.****T. ROBERTS & SONS, INC.**

Local and Long Distance Furniture Moving

Fireproof Storage Warehouses  
Household Goods Storage — Packing — Shipping  
Merchandise Storage and Distribution  
Pool Car Distribution

DIRECT R.R. SIDING B. &amp; A. R.R. OR ANY R.R.

**SPRINGFIELD, MASS.****Atlantic States Warehouse and Cold Storage Corporation**

385 LIBERTY ST.

General Merchandise and Household Goods Storage  
Cold Storage for Butter, Eggs, Poultry, Cheese, Meats and Citrus Fruits

B. &amp; A. Sidings and N. Y., N. H. &amp; H. R. R. and B. &amp; M. R. R.

Member { A. W. A.  
M. W. A.

Daily Trucking Service to suburbs and towns within a radius of fifty miles.

**SPRINGFIELD, MASS.**

F. G. Mooney, Pres. J. G. Hyland, V. Pres.

**HARTFORD DESPATCH and WAREHOUSE CO., Inc.**

214 BIRNIE AVENUE, SPRINGFIELD, MASS.

U. S. Bonded Warehouses . . . Pool Car Distribution . . . Household and Merchandise facilities . . . Private Siding . . . Our fleet covers Connecticut and Massachusetts daily. Warehouses at Bridgeport and Hartford, Conn.  
Members: NFWA—AWA—ACW—AVL Agents

**SPRINGFIELD, MASS.**

MEMBER

**J.J. Sullivan The Mover, Inc.**  
Fireproof Storage

Offices: 385 LIBERTY ST.

HOUSEHOLD GOODS STORAGE, Packing, Shipping, Pool Car Distribution of All Kinds  
Fleet of Motor Trucks

**ATTENTION SHIPPERS**

Often goods are damaged in transit. The warehouse carefully checks each incoming lot and includes carrier's inspection report with receipt for claim purposes. The goods always reach the customer in good condition.



## BENTON HARBOR, MICH.

**POOL CAR DISTRIBUTORS**

Serving all points in southwestern Michigan and northwestern Indiana. Shipments may be consigned via Michigan Central or Pere Marquette railroads to Benton Harbor as a distribution point.

Interstate and intrastate motor freight common carrier with I.C.C., Michigan, and Indiana certificates.

**MIDWEST TRANSIT LINES**

GENERAL OFFICE • 315 NINTH STREET • BENTON HARBOR, MICH.

## DETROIT, MICH.

**Central Detroit Warehouse**

Located in the heart of the wholesale and jobbing district, within a half-mile of all freight terminals. Modern buildings, lowest insurance rate in city.

**Michigan Terminal Warehouse**

Wyoming and Brandt Avenues

Modern concrete buildings, fully sprinklered, serving the west side of Detroit and the city of Dearborn. Specializing in heavy and light package merchandise and liquid commodities in bulk. Connected directly with every railroad entering the city.

**Central Detroit Warehouse Co.**

Fort and Tenth Streets, Detroit, Mich.

## DETROIT, MICH.

**DETROIT STORAGE CO.**

Established 54 Years

**STORAGE WAREHOUSES  
ALL OVER DETROIT**

Local and Long Distance Removals  
Foreign and Domestic Shipping

Main Office

2937 East Grand Boulevard

Telephone Trinity 2-8222

**ATTENTION  
SHIPPERS**

Warehouse receipts can be used for financing. This is considered excellent collateral by banks and these assets are separately considered.

problem, it will also speed up less-than-carload shipments to a war-time tempo; for these shipments, which are small, may be critically important. Such a shipment may consist of medical supplies urgently needed for task force about to go overseas.

With the consolidating station in operation, a shipment will get into its big freight house, where it will be loaded, with other shipments going to the same city, into a freight car that will be filled to capacity. Then it will proceed without further transfer to the city by the shortest route. There it will be unloaded and carried by various means to the training camp or port of embarkation to which it was consigned.

With every shipment's route known in advance, it will be possible, through controls exercised in regulating stations of the Transportation Service, to intercept a shipment before it reaches its scheduled destination and to divert it to any other place where it may be urgently needed in a sudden emergency.—Manning.

**Soft Fruit and Vegetable O.D.T.  
Exemption Urged by Californians**

Exemption from O.D.T. regulations of equipment used in soft fruit and vegetable transportation in California is urgently pleaded in a petition filed by the Truck Owners' Assn. of California, with the full approval of all agricultural groups there, as well as the California Railroad Commission, California Chamber of Commerce, Agricultural Marketing Administration, Agricultural Council of California, Farm Bureau Grange, Cannery League of California, U. S. Dept. of Agriculture War Board, and others. All of these organizations or agencies have met in emergency conference together with representatives of the truck operators to attempt to find means of solving "the imminent problem of harvesting and transporting California's immense agricultural crop" this year (larger than normal in response to Government urging).

As a result of the frequent meetings, the exemption petition mentioned above has been rushed to O.D.T. headquarters in an effort to get action in time to prevent spoilage of the crops whose peak harvesting season starts at about the effective date of the new transportation rules, continuing through October. The petition was filed by the truckmen, even though it is farmers' and processors' problem, because the O.D.T. order apply to the transportation operators, not to the shippers; also in order to avoid the filing of a great many such petitions having the same end in view.

The petition is made "on behalf of all common, contract, private and local carriers so as to obviate several thousand applications for general and special permits which would otherwise be filed," the application explains. The specific exemptions asked are:

"First: That Chapter 11, Parts 501.8, 501.20 and 501.28 be amended by incorporating therein an additional exemption reading as follows: 'A motor truck exclusively containing agricultural products (not including manufactured products thereof) being transported to canneries, processing plants, warehouses, cold storage plants or rail sidings'."

"Second: That Chapter 11, Part 501.36, be amended by adding thereto the following exemption: 'A vehicle exclusively containing agricultural products (not including manufactured products thereof) being transported to canneries, processing plants, warehouses, cold storage plants or rail sidings.'"

Roy B. Thompson, secretary-manager of the Truck Owners Assn. of California who signed the petition attached an exhibit giving the tonnage on 20 different crops, with some approximate figures on other crops.

Thompson told DandW: "California's problem is entirely different one to any agricultural harvesting and transporting problem of Eastern or Midwestern agriculture, both because of the tremendous quantities to be moved, and the nature of the products—highly perishable for the most part." One fact that many Easterners do not appreciate, truck operators say, is that many of California's most valuable crops absolutely must be moved on the day on which they are at the right stage of ripeness, and not a day sooner or later or the crop is irrecoverably lost. This is not true of some Eastern crops, such as apples.—Gidlow.



**Member AMERICAN WAREHOUSEMEN'S ASSOCIATION**

**GRAND TRUNK WAREHOUSE & COLD STORAGE COMPANY**

DETROIT, MICH.

Ferry Ave., E. and Grand Trunk Railway



Local, regional and storage-in-transit service, offering every facility known to modern distribution.

New Trunk Line  
Ultra-Modern Terminal  
Plant Complete Service  
Continent-wide Connections

DETROIT, MICH.

**Henry & Schram Storage & Trucking Company**

"The Warehouse of Service"

MERCHANDISE STORAGE—GENERAL TRUCKING  
CAR LOAD DISTRIBUTION



Private Siding on  
Wabash—Canadian Pacific—Pennsyl-  
vania—Pere Marquette Railways

A.D.T. Aero Automatic Fire Alarm and  
A.D.T. Burglary and Fire Protection  
"Your Interests Are Always Ours"

1941-63 W. Fort Street  
DETROIT, MICHIGAN

DETROIT, MICH

Facing the Busiest  
Thoroughfare in

**DETROIT**

In this modern fireproof building you can have bright, inexpensive, specially designed offices under the same roof with a complete warehouse and distribution service.

150,000 sq. ft. located on Detroit's busiest thoroughfare. Private siding facilities for 10 cars with free switching from all railroads. Large, enclosed loading dock. Our own trucks make prompt reshipment and city deliveries.

**JEFFERSON TERMINAL WAREHOUSE**

DETROIT 1900 E. Jefferson Ave. MICHIGAN

DETROIT, MICH.

**John F. Ivory Stge. Co., Inc.**

MOVING—PACKING—SHIPPING  
STORAGE—PRIVATE SIDING

6554 Hamilton Ave., Detroit, Mich.

DETROIT, MICH.

Established 1882

**RIVERSIDE**

STORAGE & CARTAGE CO.

Cass & Congress Sts., Detroit, Mich.

Household Goods and Merchandise Storage

Moving—Packing—Shipping

Personal Service Guaranteed

Members—A.W.A.—N.F.W.A.—Allied Van Lines

DETROIT, MICH.

AN ASSOCIATED

Member A.W.A.



DETROIT, MICH.

Members N. F. W. A.

**Wolverine Storage Company, Inc.**

11850 E. Jefferson Ave.

STORAGE AND MOVING, PACKING  
AND SHIPPING

Agent for Allied Van Lines, Inc.

ATTENTION  
SHIPPERS

In the event of fires or strikes at home, stocks in warehouses close to the market make it possible to serve customers without interruption.

## LANSING, MICH.

Established 1919

**FIREPROOF STORAGE CO.**

430-440 No. Larch St., Lansing, Mich.  
Merchandise and Household  
Goods Storage  
—Modern Fireproof Building—  
Pool Car Distribution—Private Siding  
P.M.R.R.  
Trucks for Local Deliveries  
Member of A.W.A.—May W.A.



## LANSING, MICH.

Agent for Allied Van Lines, Inc.

**LANSING STORAGE COMPANY**

The only modern fireproof warehouse in  
Lansing exclusively for household storage.  
**MOTHPROOF FUR AND RUG VAULTS**  
Local and Long Distance Moving  
"WE KNOW HOW"  
440 No. Washington Ave.


**AMERICAN WAREHOUSEMEN'S ASSOCIATION**
**BRANCH HOUSE SERVICE**  
... AT WAREHOUSE COST

- It is possible here to secure the same high-grade service you would expect in your own branch warehouse, but at less expense and without worry or trouble.
- Saginaw is a distribution point for Northeastern Michigan. Every merchandise warehouse facility is available at Central-Warehouse Co.
- Merchandise storage, cartage, pool car distribution, daily direct service to all points within 75 miles by responsible carriers.

**CENTRAL WAREHOUSE CO.**

1840 No. Michigan Avenue SAGINAW, MICHIGAN

Represented by ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PHIL. 6-0967 1535 NEWBERRY AVE. MON. 5531

## MINNEAPOLIS, MINN.

A.W.A.—N.F.W.A.—Minn. N.W.A.

**STORAGE**  
**MDSE. & HOUSEHOLD GOODS**  
**WAREHOUSE CO.**  
617 WASHINGTON AVE., NO.

Represented by ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PHIL. 6-0967 1535 NEWBERRY AVE. MON. 5531

## MINNEAPOLIS, MINN.

**MINNEAPOLIS TERMINAL WAREHOUSE CO.**

STORAGE — TRUCKING — POOL CAR DISTRIBUTION

Complete Facilities At The Three Important Centers  
Minneapolis Midway St. Paul

## MINNEAPOLIS, MINN.

BEN KOCH, PRES. DON ROTHER, T. M.

Packing and forwarding

Local and Long Distance Moving Household Goods Storage a Specialty.


**Van & Warehouse Co.**

106 FIRST AVENUE NORTH, MINNEAPOLIS



## MINNEAPOLIS, MINN.

**CENTRAL and COMPLETE FACILITIES**

**NORTHWESTERN TERMINAL CO.**  
600 Stinson Blvd. Minneapolis

Member: MINNEAPOLIS N. W. A.

Merchandise warehouse completely sprinklered—State Bonded. Pool cars distributed. Close to metropolitan Minneapolis and St. Paul, Northwestern Terminal places at your disposal 20 trucks, 15 tractors and 50 semi-trailers—complete motor equipment.

**AMERICAN WAREHOUSEMEN'S ASSOCIATION****A COMPLETE WAREHOUSING SERVICE**

Merchandise Storage — Cold Storage  
Pool Car Distribution  
Industrial Facilities

Situated in the Midway, the center of the Twin City Metropolitan area, the logical warehouse from which the Twin Cities and the Great Northwest can be served from one stock, with utmost speed and economy. No telephone toll charge to either city.

**CENTRAL WAREHOUSE COMPANY**

739 Pillsbury Avenue St. Paul, Minnesota

Phone: Nestor 2831  
Represented by DISTRIBUTION SERVICE, INC.  
210 E. N. Water St. CHICAGO 2 Broadway NEW YORK CITY  
Phone: Superior 7180 Phone: 625 Third St. SAN FRANCISCO  
Bowling Green 9-0886 Phone: Sutter 3481

## ST. PAUL, MINN.

A.W.A.—N.F.W.A.—Minn. N.W.A.

**STORAGE**  
**MDSE. & HOUSEHOLD GOODS**  
**WAREHOUSE CO.**  
8th and John Sts.

Represented by ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PHIL. 6-0967 1535 NEWBERRY AVE. MON. 5531

## JACKSON, MISS.

**RICKS STORAGE CO.**

BONDED WAREHOUSEMEN

Complete Warehouse Facilities for Storage and Distribution

MERCHANDISE

Experienced Organization and Equipment for

MOVING, PACKING and STORING

HOUSEHOLD GOODS

Modern Buildings, Sprinklered, Private Siding ICCB Co.

Low Insurance Rate

MOTOR TRUCK SERVICE

## JOPLIN, MO.

**SUNFLOWER LINES, INC.**

Successors to Tonnies Transfer &amp; Storage Co.

1027-41 Virginia Ave. Joplin, Mo.

Distribution and storage of merchandise

Fireproof warehouses—Motor van service

On railroad siding—Lowest Insurance rates

PACKING—STORAGE—SHIPPING



## KANSAS CITY, MO.

In Kansas City

**it's the A-B-C FIREPROOF WAREHOUSE CO.**

Distribution Cars are so handled as to  
carefully safeguard your own interests  
and those of your customers.

Three Fireproof Constructed Warehouses

Member of N.F.W.A. Agents, Allied Van Lines, Inc.



## KANSAS CITY, MO.

Merchandise Storage - Low Insurance Rates - Pool Car Distribution - Freight Forwarders and Distributors via rail or daily motor service to entire Southwest.

MEMBER OF American Warehousemen's Association • American Chain of Warehouses • Traffic Club • Chamber of Commerce

**ADAMS**  
**TRANSFER & STORAGE CO.**  
"Surrounded by the Wholesale Union TRUCK TERMINALS District" 228-236 West Fourth St.

## KANSAS CITY, MO.

Established 1880

**CENTRAL STORAGE CO.**

Efficient, Complete Merchandise Warehousing Service

Office—1422 ST. LOUIS AVE.

(West 10th Street)

In Center of Wholesale and Freight House District

# **After Fight Continues Over St. Louis Track Removal**

The battle which has been going on for some months between the Terminal Railroad Assn. of St. Louis and Mayor Becker of that city over the city's refusal to remove the river-front elevated tracks, reached a climax recently when the association ran a full-page advertisement in the *Globe-Democrat* stating its views to the public. The immediate cause of the flare-up was the revoking of a permit for the riverfront line of the railroad association by the Board of Public Service of the City of St. Louis. In this column advertisement, headed "War Demands Transportation," the statement made by the Terminal Railroad Assn. to the city: "We will take whatever action is necessary to prevent the removal of any vital railroad line during a war emergency," blazed across the top as a dominant sub-head. The copy of the advertisement explained the railroad's stand in the matter, stating that the "ultimate removal of the elevated structure is not at issue . . . but war has intervened to make removal impossible at this time."

The "city's attitude" was described briefly, ending with the announcement of the revoking of the permit for the Riverfront line. In a bold block of copy summing up the situation in the advertisement, the Terminal Railroad Assn. concluded:

"The President of the United States has called for the most possible utilization of transportation facilities. Regardless of any action taken by the city administration, the railroads will take no step that would interfere with war transportation unless ordered to do so by proper Federal authorities or a court of last resort."

The Terminal has repeatedly resisted Mayor Becker's plan for the removal of the elevated in connection with the development of the Jefferson National Expansion Memorial and the rerouting of passenger trains over the Douglas MacArthur Bridge, asserted that there should be no disrupting of hauling of war materials. In rebuttal, the Mayor has pointed out there are between 2,000 and 3,400 tons of steel in the structure that could be converted into military use. So determined is he on the subject, Mayor Becker not only agreed to go along with representatives of the War Production Board seeking to remove steel rails from city streets, but pointed out to them the several tons of steel available for the war effort in the Terminal Railroad Assn. elevated tracks on the riverfront.

Joseph B. Eastman, director of the Office of Defense Transportation, informed Mayor Becker by letter that a representative of the O.T.D. would visit St. Louis soon to obtain "information on all the facts" of the long-sought removal of the riverfront elevated tracks of the Terminal Railroad Assn.—Hoag.

# **Rails Discuss Reduction of Free Time at Coast Ports**

A plan is now under consideration by Pacific Coast railroad executives to reduce the period of free time allowed at ports there on goods awaiting shipment. At present, shippers at Pacific Coast ports are allowed 30 days free time—the most generous free time allotment permitted anywhere in the country. The proposal is to reduce the time to 10 days, after which time demurrage charges would go into effect, ranging from \$2 to \$5 a day. An alternative to such demurrage payments would be storage at owner's expense. The railroad plan also has a provision which would reduce free time for domestic freight at Coast ports from 48 hrs. now enjoyed, to 24 hrs.

The reasons given for the reductions in free time are that it would permit fuller utilization of equipment, speeding of movement. Traffic men say that serious delays in the movement of shipments have been few on this coast.—Gidlow.

## **KANSAS CITY, MO.**



## **CROOKS TERMINAL WAREHOUSES**

Financing  
"Kansas City's Finest Warehouses"  
A.D.T. BURGLAR ALARM  
LOWEST INSURANCE RATES  
COOL ROOM FACILITIES  
BEST RAILROAD FACILITIES  
IN THE HEART OF THE FREIGHT  
HOUSE AND WHOLESALE DISTRICT  
Operating  
Brokers' Warehouse, Security Ware-  
house, Terminal Warehouse

## **KANSAS CITY, MO.**

## **STORAGE AND DISTRIBUTION**



300,000 sq. ft.  
Trackage on  
three railroads  
Truck docks—  
Low Insurance

## **Merchandise Warehouses, Inc.** ST. LOUIS AVE. & MULBERRY ST.

## **KANSAS CITY, MO.**

Established 1903

POOL CAR TERMINAL—Spacious, enclosed, sheltered loading Dock, facing wide Street in Wholesale and Shipping District on B&O-Alton Railroad siding.

**MERCHANDISE STORAGE — GENERAL CARTAGE**  
Sprinklered—A.D.T. — Fleet modern Equipment

**THE ONLY WAY TRANSFER & WAREHOUSE CO.**  
1400-10 St. Louis Avenue

## **KANSAS CITY, MO.**



## **WALNUT WAREHOUSE, Inc.**

2020-24 Walnut St.

"Right in the Midst of Business"

Most modern warehouse in Kansas City with excellent facilities for efficient service.  
Catering to national accounts.

MEMBER: A.W.A., Mo.W.A., K.C.W.A.



## **AMERICAN WAREHOUSEMEN'S ASSOCIATION**

# **COMPLETE**

• A one-word description of our service, which includes not only every phase of modern warehousing and distribution, but even an information bureau, maintained to furnish data on territorial as well as local market conditions and distribution problems.

Consign cars to yourselves in our care via any railroad entering the city. Terminal Railroad Association delivery: Reciprocal Switching.

**S. N. LONG WAREHOUSE**  
ST. LOUIS, MO.

**USE  
LONG SERVICE**  
from shipper to market

**COMPACT  
COMPLETE  
COMPETENT**



## ST. LOUIS, MO.

**RUTGER STREET  
WAREHOUSE, INC.**  
**MAIN & RUTGER STS.**

 A.D.T. Burglar & Sprinkler Alarms.  
 200,000 Sq. Feet of Service  
 BONDED Low Insurance

 Merchandise Storage and  
 Distribution.

 Track Connections with All  
 Rail and River Lines.

Offices:

 New York  
 Murray Hill 9-7645  
 Chicago  
 Randolph 4458

**AMERICAN WAREHOUSEMEN'S ASSOCIATION**
**In the Heart  
of St. Louis  
Industrial and  
Wholesale Districts**


Compare the FACTS of our service point by point with those of any other warehouse before you buy warehousing service in St. Louis.

Warehouse facilities, switching, location, protection, special space, cleanliness, switchboard, order dept., stock control, and a dozen other features are the reasons for our reputation and growth - - -

"Service That Excels"

Send for complete folder

**ST. LOUIS TERMINAL WAREHOUSE CO.**


GENERAL OFFICES

 826 CLARK AVE.  
 ST. LOUIS, MO.  
 MAIN 4827

 NEW YORK OFFICE  
 250 PARK AVENUE  
 PLAZA 3-1235

 CHICAGO OFFICE  
 53 W. JACKSON  
 HARRISON 1406


**AMERICAN WAREHOUSEMEN'S ASSOCIATION**
**Tyler Warehouse & Cold Storage Co.**  
**Merchandise and Cold Storage**

Unexcelled service at lower rates

Pool Car Distribution and Forwarding

200 Dickson St.

St. Louis, Mo.

Member of A.W.A.—Mo.W.A.—St.L.M.W.A.

## SEDALIA, MO.

Owner Manager Responsibility

**MIDDLETON STORAGE**

118 N. Lamine St. Phone 946 Sedalia, Missouri

Household Goods and Commercial  
 Storing, Moving, Crating, Packing  
 and Shipping.

Local and Long Distance Hauling  
 Pool Car Distribution Private Switch


**Floating Loads**

(Concluded from page 22)

bumpers are moved up to within about 3 ft. of the load and car blocks are placed behind the bumpers to hold them in place. Side braces of 2 by 4 or 3 by 6-in. thickness, depending on the size of the load, are extended from one end of the load to the other and nailed to the floor to prevent the load from weaving sideways. In this manner, the car can be kept in balance.

Where more than one unit is loaded in the car, prevent one unit sliding a greater distance than the other, the units are bound together by heavy-gage band-iron or heavy-gage wire. The band-iron or wire is wound around the units several times and then tightened to form a "unit floating load."

In loading pieces under 30,000 lbs. it has been found that spikes, driven into the floor just ahead of the load at both ends of the car and projecting 2 or 3 in. above the floor, provide an excellent retarder. These spikes decrease the speed at which the load can move forward or backward into the bumpers when the shock occurs.

Steel mill control panels ranging from 10 to 40 ft. in length, consisting of several sections each approximately 3 ft. wide and of various heights, were formerly knocked down for shipment, and each section placed in a separate box. In wiring the panels, where wires crossed from one section to another, it was formerly necessary to cut these wires and use a connection strip. A large number of these connections were used on each panel. When the unit floating load was developed and used for shipping panels, the cutting of the wires and use of connection strips were eliminated, and the panels shipped complete. This means a saving of time in tearing down the panel and in reassembling it after delivery. Although control panels, blocked on flat cars, were occasionally shipped complete, it was not until the development of the floating load that such a practice was widely used. When panels are loaded in box cars by the floating load method, it is not necessary to use sides, ends or top for crating or boxing. Skids, cross-pieces, and tie rods are used to hold the panel in place and keep it from weaving.

The elimination of shock to apparatus means the saving of considerable sums of money for the General Electric Co., the railroads, and the company's customers.

**Fagg, New Head of Newark**

Central Whse.—Shaefer, Board Chrm.

Charles J. Fagg has become president of the Newark Central Warehouse, Newark, N. J., succeeding Fred S. Shaefer, who has become chairman of the board. Mr. Fagg has resigned as manager of the Bureau of Commerce and Trade of the Newark Chamber of Commerce and has been succeeded by K. S. Carberry, transportation expert. As chairman of the port traffic committee of the Atlantic States Shippers' Advisory Committee, Mr. Fagg was given credit by the American Assn. of Railroads for having played a large part in the development of the transportation system under which Atlantic ports have been functioning under war conditions. He will continue in that capacity and also as 2nd alternate vice-chairman of the full shippers' committee. He will likewise continue as chairman of the Newark Rating Board, chairman of the transportation and communications committee of the Newark Defense Council, chairman of the Red Cross disaster relief committee, director of the Eastern Breweries Traffic Assn., and chairman of the Middle Atlantic States Carriers' Shipper Committee.



ASTINGS, NEBR.



**BORLEY'S**  
Storage & Transfer Co., Inc.  
Pool Car Distribution  
FIREPROOF BONDED  
STORED OR SHIPPED

LINCOLN, NEBR.

1889 53 Years of Continuous Service 1942

Merchandise and Household Storage—Pool Car Distribution  
We operate Thirty Trucks and have connections to all points in the State.  
Our buildings are clean, both Fire and Non-Fireproof, located on the lines  
of the C. B. & Q.—Mo. Pacific and Union Pacific with all other lines entering  
this city, absorbing switching.  
We are Bonded by the State—Our Rates are reasonable. We solicit your business  
and guarantee satisfaction. Investigation invited.

**SULLIVANS**

Transfer & Storage Co.  
Lincoln, Nebr.  
301 N. 8th Street

Grand Island Storage Co.  
Grand Island, Nebr.  
311 W. 4th Street

LINCOLN, NEBR.

**UNION TERMINAL WAREHOUSE CO.**

900 NO. 16TH ST., LINCOLN, NEBR.

Merchandise Storage and Pool Car Distribution. 100,000  
sq. ft. of space. Private siding O.L. & B. Consign ship-  
ments via any RR. Free switching.

Member of A.W.A.—Lincoln T. &amp; W.A.

OMAHA, NEB.

**FORD**

STORAGE &amp; MOVING COMPANY

1024 Dodge Street Omaha, Nebraska  
Omaha's most modern, centrally located warehouse. Fireproof construction—Fully  
sprinklered—Low Insurance. Sidings on I.C. R.R. and U.P. R.R. U. S. Customs  
bond. General Merchandise—Cooler Storage—Household Goods Storage. Also oper-  
ate modern facilities in Council Bluffs, Iowa. Our own fleet of trucks for quick  
deliveries.

Member of N.F.W.A. and A.W.A.

Represented by  
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PENN. 6-0946 1325 NEWBURY AVE. MOH. 533

**AMERICAN WAREHOUSEMEN'S ASSOCIATION**

**GORBON**  
Storage  
Warehouses, Inc.

*Merchandise and Household Goods*

Our modern, sprinklered warehouses, located on trackage. We handle pool  
cars, merchandise and household goods. Trucking service. Let us act as  
your Omaha Branch.

Main Office, 702-12 So. 10th St., OMAHA, NEBR.

Member: A.W.A.—N.F.W.A.

Agents for Allied Van Lines, Inc.

**W.S.A. Establishes Atlantic  
Coast and Gulf Districts**

The War Shipping Administration has established an  
Atlantic Coast district of the W.S.A. with headquarters  
at New York and a Gulf Coast district with headquar-  
ters at New Orleans which will have overall supervi-  
sion of Maritime Commission and W.S.A. shipping  
operations in their areas.

Captain Granville Conway, district manager for the  
Commission and the W.S.A. at New York, was named  
director of the Atlantic Coast district, which includes  
all U. S. Atlantic Coast ports North of Florida; and  
Chester H. Marshall, former operating manager of  
the Waterman Steamship Corp. of New Orleans, was  
named director of the Gulf Coast district, which in-  
cludes all U. S. ports on the Gulf of Mexico and in  
Florida.—Manning.

OMAHA, NEB.

Member: American Chain of Warehouse, Inc.

**KNOWLES STORAGE CO.**

901-911 Davenport St.

MERCHANDISE — HOUSEHOLD GOODS

Complete Warehousing and Distribution Service.

Fireproof Building . . . Trackage . . . Motor Trucks

OMAHA, NEB.

802-812 Leavenworth Street

**MOREWOOD WAREHOUSE**

Exclusive Merchandise

Complete Distribution—Storage Facilities

MANCHESTER, N. H.

Make Our Warehouse Your Branch Office for  
Complete Service in New Hampshire

NASHUA, N. H.

**McLANE & TAYLOR**

CONCORD, N. H.

Bonded Storage Warehouses  
Offices 624 Willow St.

General Merchandise Storage & Distribution, Household  
Goods, Storage, Cold Storage, Unexcelled Facilities.  
Pool Car Distribution

Direct R. R. Siding, Boston &amp; Maine R. R.

NASHUA, N. H.

Manchester, N. H. — Concord, N. H.

MEMBER

**JOHN W. McLAUGHLIN**

Bonded Fireproof Storage

OFFICE — 9 OTTERSON ST. — WAREHOUSE

Household Goods & Fur Storage  
Moving—Packing—Shipping—Rigging

HOBOKEN, N. J.

INCORPORATED IN 1881

**CAMPBELL STORES**

GENERAL MERCHANDISE

Stipulated &amp; Non-Stipulated Warehouses

Rail-Sidings — Bulkheads — Piers

Main Office — 14th STREET

JERSEY CITY, N.J.

On the Hudson River Directly Opposite New York City

**HARBORSIDE WAREHOUSE COMPANY, Inc.**

Tel. Bergen 4-6000

Thirty-four Exchange Place

Established 1933

R. B. M. Burke, V.-P.

Office: 65 Hudson St.

New York, New York

Jos. H. Sauter, G. M.

Phone: Barclay 7-6600

John J. Mahoney, T. M.

**FACILITIES**—3 units—fireproof, brick, and concrete. Private siding.  
Penna. R.R. connecting with all roads entering city. Merchandise  
Stge.—mfg. and office space 1,650,000 sq. ft.; sprinkler; automatic fire  
alarm; Ins. rate .099; rail siding—20-car capacity; platform capacity  
—40 trucks. Cold Stge.—coolers 1,600,000 cu. ft.—freezers 1,182,000 cu.  
ft.—total 2,780,000 cu. ft., convertible; automatic fire alarm; Ins. rate  
6¢; brine refrigerator system; temp. range 0 to 50° F.; cooler room  
ventilation; humidity control; 20-truck platform; rail siding 16-car  
capacity. Water Dock Facilities—waterfront dock 600 ft.; draft min.  
21 ft.; also pier berth 600 ft.; bulkhead draft 25-30 ft.

**SERVICE FEATURES**—Free lightering, pool car distribution. Rental of  
office space. Storage-in-transit. All perishable products accepted for cold  
storage. Free switching on certain perishable products. Bonded space avail-  
able. American Export Line steamers dock at piers adjacent to warehouse.  
Consign rail shipments to storeroom c/o Harborside Warehouse Co., Jersey City.  
Pennsylvania R.R., Henderson Street Station Df'y.

**ASSNS.**—A.W.A. (Cold Stge. Div.); W. A. Port of N. Y.; Mar. Assoc.;  
N. Y. Mer. Exch.; Com. & Ind. Assoc. N. Y.; Jersey City C. of C.

NEWARK, N. J.

MEMBER: N.J.F.W.A. and N.F.W.A.

PACKING!

MOVING!

STORAGE!

dependable since 1860

**KNICKERBOCKER**  
STORAGE WAREHOUSE COMPANY

96 to 106 ARLINGTON STREET

74 to 76 SHIPMAN STREET

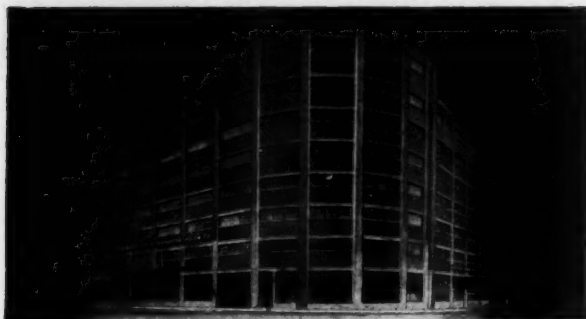
Wm. R. Mulligan, Pres.

James E. Mulligan, Sec'y and Mgr.



**AMERICAN WAREHOUSEMEN'S ASSOCIATION**

**"KEEP UP WITH THE MODERN DAY  
... DISTRIBUTE THE LEHIGH WAY"**



"LEHIGH WAREHOUSE offers an all-inclusive responsibility for complete distribution within this vast industrial area of 26,000,000 people. Twenty years serving the largest nationally known manufacturers proves a sound, progressive organization of distribution specialists."

#### FACILITIES

**NEWARK—MAIN OFFICE—98-108 FRELINGHUYSEN AVE.—250,000 sq. ft.** Fireproof reinforced concrete and steel const. Floor load, 250 lbs. Sprinkler sys.; A.D.T.; Watchman; Ins. rate, 6.4¢. Siding on Lehigh Valley; and switching to and from Penn. R.R. Cap., 10 cars. Sheltered motor plat.; Cap., 20 trucks.

**ELIZABETH—BRANCH—829 NEWARK AVE.—1,000,000 sq. ft.** Fireproof, reinforced concrete const. Floor load, 250 lbs. Sprinkler sys.; local alarm sys.; Watchmen; Ins. rate, 9¢ up to 16.7¢. Siding on Penn. R.R. Cap. 30 cars. Sheltered motor plat.; Cap., 30 trucks.

**SERVICE FEATURES—Bonded; Licensed, U.S. Whs. Act.; U.S. Int. Ret.; U.S. Cust.; State.** All employees bonded. Pool car distributors. Motor terminal and transport service; Company operated fleet of motor trucks covering the Metropolitan area with a regular delivery service; Licensed and bonded trucks maintained to transport liquor and imported merchandise. Special trucks and crews for delivery and installation of electric refrigerators, washing machines, etc.

Established 1919

**LEHIGH WAREHOUSE  
AND TRANSPORTATION CO., INC.**

**NEWARK, N. J.**

Member of N.J.M.W.A.

**Newark Central Warehouse Co.**

General Offices: 110 Edison Place, Newark, N. J.

In the heart of Newark—serving New Jersey and the entire Metropolitan Area. Sprinklered—low insurance rates. Central R.R. of N. J. 30 car siding. 25 motor truck delivery platform. Motor Freight Terminal. Merchandise automobile storage—branch office facilities.

#### POOL CAR DISTRIBUTION

Represented by  
NEW YORK  
11 WEST 42ND ST. PH. 6-0967  
CHICAGO  
1525 NEWBERRY AVE. MO. 5531

**PATERSON, N. J.**

**Industrial Warehouse & Storage Co.**

Specializing in Textile Warehousing

8 Morris Street, Paterson, N. J.

220 Straight Street, Paterson, N. J.

Sprinklered throughout—watchman service—fire-proof buildings  
Rail and truck facilities—North, South, East, and West  
Telephones: Sh 2-1916-7-8 Ch 4-5616-7 N. Y. Office: 450 7th Ave.

**PATERSON, N. J.**

Established 1896

**ROBERT H. McDONALD CO.**

General Offices: 156-21ST AVE.

General Merchandise Storage and Distribution for Northern New Jersey

Specializing in the distribution of canned merchandise to wholesale grocers

Pool Car Distribution—R. R. Siding D., L. & W. R. R.

**PERTH AMBOY, N. J.**

NEW YORK CITY

**HARRIS WAREHOUSES, INC.**

RECTOR ST., PERTH AMBOY

Gen. Offices — 246 South St., N. Y. C.

Merchandise Storage and Distribution

Dock and Pier Facilities within the

Free Lighterage Limits

**ALBUQUERQUE, N. M.**

**SPRINGER TRANSFER COMPANY  
ALBUQUERQUE**

Operating the Only Fireproof Storage Warehouse in New Mexico

Complete and efficient service in distribution, delivery or storage of general merchandise or furniture.

Member of N.F.W.A.—A.W.A.

**ALBANY, N. Y.**

**Albany Terminal & Security Warehouse Co., Inc.**

Main office: 1 Dean Street

Storage for every need. Pool cars a specialty. Available storage space for rent if desired. Direct track connections with all railroads running into Albany.

Member American Warehousemen's Association

**ALBANY, N. Y.**



**Central Warehouse Corporation**  
Colonie and Montgomery Sts.

Albany, N. Y.

Telephone 3-4101

General Merchandise — Cooler and sharp freezer Cold Storage; also U. S. Custom Bonded space available. Office and storage space for lease. Fireproof construction with very low insurance rate. Storage in Transit privileges. All classes of modern warehouse and distribution service rendered.

**COLD STORAGE — DRY STORAGE  
DISTRIBUTION**

**ALBANY, N. Y.**

**JOHN VOGEL Inc.**

FIREPROOF WAREHOUSES  
OFFICES, 11 PRUYN ST.

HOUSEHOLD GOODS — STORAGE AND SHIPPING  
FLEET OF MOTOR TRUCKS FOR DISTRIBUTION OF ALL KINDS  
POOL CAR DISTRIBUTION OF MERCHANDISE  
YOUR ALBANY SHIPMENTS CAREFULLY HANDLED  
Collections promptly remitted

**BROOKLYN, N. Y.**



**EMPIRE STATE WAREHOUSES COMPANY**  
ABSOLUTELY FIREPROOF WAREHOUSES

GENERAL MERCHANDISE STORAGE

Specializing in Food Products

Offices: 390-398 Nostrand Avenue, Brooklyn, N. Y.

10 Giant Floors. Modern Loading and Unloading Facilities.

**BROOKLYN, N. Y.**

**AVAILABLE WAREHOUSE SPACE**  
*General Dry Approved Merchandise*

- Reinforced Concrete Buildings
- Low Insurance Rates
- Heavy Floor Loading Capacity
- Connecting Rail Facilities

**WAREHOUSING AND DISTRIBUTION UNDER ONE CONTROL**

**HORSTMANN WAREHOUSE & TRUCKING CORP.**

175-39th ST., BROOKLYN, N. Y.

South B-4633-4

**Soap Added to Products**  
**Shipped Under Lend-Lease**

Soap has been added to the list of Lend-Lease products being sent to Great Britain, Russia, and other Allied nations.

The Agricultural Dept. announced the purchase of 3,798,250 lbs. of soap for Lend-Lease shipment. Both toilet and laundry soap were included.

**Paper Shipment Assured**  
**as New Rate is Upheld**

As originally scheduled, the 325,000-ton bauxite-newsprint movement will be continued through Oswego, N. Y., as the I.C.C. at Washington, D. C., upheld the rate made by the New York O. & W. R.R. for moving the newsprint from Oswego to New York City. This movement was threatened when the rate was challenged by competing railroads and an effort was made to have the rate suspended.

Official announcement that the rate had been upheld and would go into effect came from the office of F. E. Lyford, O. & W. trustee, at New York City. One shipment of newsprint, 2,600 rolls, was brought in from Baie-Comeau and will be loaded from the State Elevator dock into canal boats and will go to New York City by this means. However, the rest of the movement will be transshipped at the new facilities of the O. & W. at East Cove and proceed to New York City in railroad cars.

Because of the holdup in the rate situation, some tonnage has been lost, but it has not been substantial. Next arrival of newsprint will be on the *New York News*, which will be the first steamship to use the new O. & W. facilities. When the movement gets fully under way, 65 cars a day will be loaded at the terminal. The speed at which bauxite loadings can be handled at Oswego in the new setup is far ahead of most other ports.

**William F. Hill, Jr.**

**WILLIAM F. HILL, JR.**, 34, president and general manager of the Hill Warehouse and Trucking Co., Superior, Wis., died May 26 at his home in that city. He is survived by a son, a brother and 5 sisters.—W.T.N.J.

**Seatrain Management for Govt.**

Effective June 10, the Seatrain Management Corp. assumed management of the S/S Seatrains, New Jersey and New Orleans for the account of the War Shipping Administrator. These vessels are to be operated between New Orleans and Havana exactly as they have been operated hitherto by Seatrain Lines, Inc., as agent for the same Government body. The entire personnel of Seatrain Lines, Inc., have been taken over. The New York traffic department is located at 39 Broadway. Other offices are located in the Whitney Bank Bldg., New Orleans; Commerce Bldg., Houston, Texas; Railway Exchange Bldg., St. Louis; Republic Bank Bldg., Dallas, and 149 California St., San Francisco.

**BROOKLYN, N. Y.**

**LEHIGH WAREHOUSE & TRANSPORTATION COMPANY, INC.**

Albert B. Drake, President  
Established 1819  
BROOKLYN WAREHOUSE  
250,000 square feet reinforced concrete and steel construction. Floor load 250 lbs. Sprinkler system A.D.T. Watchman. Insurance rate 7.2¢. Private siding B.K.D.T.R.R. switching to and from all lines entering N. Y. Harbor. Capacity: 10 cars. Motor truck platform capacity 20 trucks.  
SERVICE FEATURES—U. S. Customs Bonded. Pool car distributors. Motor Terminal and transport service; fleet of motor trucks serving metropolitan area daily—Licensed and bonded trucks maintained to transport liquors and imported merchandise. Dry storage and temperature controlled rooms. Dock facilities for lighters and barges. See Newark, New Jersey for additional facilities.

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Established 1860



**Peter F. Keilly's**

Fireproof Warehouses

491-501 Bergen St.

"First Moving Fans in America"

Modern Depository for 'he Storage of Household Goods

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General Merchandise Storage and Distribution  
Refrigerated Rooms

Fireproof, Sprinklered, Watchman's Service

New York Central Siding 5 Cars—Loading Dock 18 Trucks

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**GENERAL MERCHANDISE STORAGE — DISTRIBUTION**

RAIL-LAKE-CANAL  
TERMINALS

INTERIOR WAREHOUSES  
100% HEATED—SPRINKLERED

600,000 SQUARE FEET

100 CAR SIDINGS

ERIE—NYC—BFLO CREEK RR

STEVEDORE  
CONTRACTORS

HEATED SPACE  
OFFICES—MANUFACTURING

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1200 Niagara St.

BUFFALO, NEW YORK

**BUFFALO, N. Y.**

**Economical Storage and Shipping**

**KEYSTONE WAREHOUSE CO.**

SENECA AND HAMBURG STREETS, BUFFALO, N. Y.

Served by Great Lakes Transit Corp. Steamers,  
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Capacity 50 cars daily. Pool car distribution.

One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehouses

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**PRIVATE SIDING**

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Let us care for your needs in Buffalo

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No cartage on railroad shipments.

GOVERNMENT BONDED WAREHOUSE



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WAREHOUSES**Member  
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Mayflower  
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Household Furniture—Storage and Removals—  
Local, Long Distance—Special Storage and  
Handling of Electrical Appliances for Merchandising Purposes.

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*Salesminded***THE MARKET TERMINAL WAREHOUSE**Schoellkopf & Co., Inc.  
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**GENERAL MERCHANDISE—COLD STORAGE  
WAREHOUSE**Cargo-Handling  
Rail-Lake and Barge  
Terminal  
96 Car Track  
Capacity  
1500 Feet Private  
DockFinancing—  
Distribution  
Auto Dealers  
Warehousing  
Service  
Office and  
Factory Space**TERMINALS & TRANSPORTATION  
CORPORATION**

275 FUHRMANN BLVD. BUFFALO, N. Y.

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Gen. Offices: 290 Larkin St.

General Merchandise Storage and Pool Car Distribution  
Fireproof Buildings  
Low Insurance Rate. N.Y.C. Sliding  
Branch office facilities.Represented by  
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2—WAREHOUSES—2

MERCHANDISE—HOUSEHOLD GOODS

Pool Cars—Truck and Van Service

MEMBER

AWA—NWA—ALLIED VAN LINES

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Established 1911

**"ORIGINAL" J. F. BLACKHAM, INC.**

33-31 Murray Street

STORAGE—PACKING—SHIPPING—MOVING

Local &amp; Long Distance Moving

Your Furniture Insured While In Transit

Licensed Inter-State Movers

Licensed Piano Movers

Docket 2MC95069

Phone FLushing 9-1379

**Freight-Carrying Load on Mississippi  
Looks Like a Record-Breaker**

The Mississippi and its tributaries seem destined for the greatest traffic year in the long history of inland waterway transportation in relieving a portion of the freight-carrying load growing out of increased war production. The old river has proved before that it offered the most economical method of transporting certain heavy and perishable cargoes, such as machinery, coal, oil, lumber, and ore. Speed in transit may be necessary for immediate emergencies, but the main primary requirement of modern manufacturing is that a steady flow of specific materials be maintained, so that they reach a plant on a precise pre-arranged schedule.

In meeting such schedules, modern river transportation is ideal. Once a barge is loaded and under way it gets to its destination when it is due to arrive. Like the river on which it moves, it just keeps rolling along steady, regular, and dependable. With the war emergency likely to cause some crisis in the movement of heavy materials, the meandering stream of the Mississippi may be of vital importance to the Nation.—Cleveland.

**San Francisco Water Frontage  
Streets Closed**

The harbor defense commander in the San Francisco area in mid-May ordered 2 of this city's streets closed to traffic "for military reasons vital to the protection of the city of San Francisco and the Bay region." El Camino del Mar is barred to the public for a considerable distance, as is Merrie Way.—Gillioe

**San Francisco Freight Men  
Plan Lend-Lease Group**

Preliminary meetings have been held in San Francisco towards the formation of a corporation to handle lend-lease shipments out of the Port of San Francisco. The meetings were held by the Pacific Coast Customs and Freight Brokers Assn., at the instigation of the War Shipping Administration, and members of the body approved the formation of an organization similar to those already established at New Orleans, Boston and West Gulf ports. The projected association will probably be known as the San Francisco Foreign Freight Forwarders, Inc. and will be composed of local members of the freight forwarding industry. Under discussion, in addition to the San Francisco Freight Forwarders lend-lease organization, are similar groups in Los Angeles and Seattle to carry out the objectives of the Bland freight forwarding bill.—Gillioe.

**Seattle Salmon Terminal Expands**

In order to provide facilities to retain Salmon Terminals, Inc., at Seattle, Wash., the Port of Seattle has leased properties of the East Waterway Dock & Warehouse Co., Inc., and plans to purchase such properties for a figure close to a million dollars. The purpose is to retain at Seattle the 50 to 100-million dollar annual salmon pack, for unless new and adequate facilities are found for the salmon pack, Seattle may be confronted with the loss of this important industry.

Exigencies of the U. S. Navy for more depot space has crowded out Salmon Terminals from 2 long piers, and the Port of Seattle is under contract to provide facilities for the salmon pack. Moreover, it is also planned to expand more than \$1,500,000 for erection of salmon-pack sheds for concentrating the pack in one locality and not distribute it to many warehouses, since concentration is viewed as having the greater economic advantage.—Litteljohn.



FLUSHING, L. I., N. Y.

Established 1903

**Flushing Storage Warehouse Company**

135-28 39th Avenue, Flushing, N. Y.

**Fireproof Warehouses**

Moving, Packing, Storing and Shipping of Household Goods and Office Equipment. 10 blocks from L. I. Railroad Corona Freight Station. Services Jackson Heights, Elmhurst, Corona, Whitestone, College Point, Bayside, Douglaston, Great Neck, Little Neck, Port Washington, Manhasset, Hempstead, Garden City.

Members of the A.V.L.—N.F.W.A.—N.Y.F.W.A.—N.Y.S.W.A.

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HARRY W. WASTIE—Vice-Pres. &amp; Gen. Mgr.

**HEMPSTEAD STORAGE CORP.**

GENERAL OFFICES, 237 MAIN STREET

Branch Warehouse No. 2—209 Nassau Road, Roosevelt, L. I.

**FIREPROOF STORAGE WAREHOUSES**

For household goods, merchandise, Pool car distribution.

Storage for furs, clothing, etc.

Local and Long Distance moving. Serving all of

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Telephone, Republic 9-1400

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Motor Vans, Packing, Shipping

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Moving, Packing

Storing, Shipping

**O'Brien's Fireproof Storage Warehouse, Inc.**Packers and Shippers of Fine Furniture  
and Works of Art

Also Serving

New Rochelle, Pelham, Larchmont, Mamaroneck, White Plains, Scarsdale, Hartsdale. Send B/L to us at  
New Rochelle.

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NEW YORK, N. Y.

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Moving—Packing—Shipping

Long Distance Removals

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NEW YORK, N. Y.

FIREPROOF WAREHOUSES

**Day & Meyer  
Murray & Young Corp.**

PORTOVAULT

STEEL VAULT STORAGE

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Fireproof Storage Warehouses

**Dunham & Reid  
Inc.**

The storing, packing, moving and shipping of Household Goods and Art objects is attended to on a basis of quality. Dunham & Reid Service surrounds the shipper at all times with a greater margin of Safety and Security. Low insurance rates. Prompt remittances. Located in the heart of New York.

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**SERVING THE NEW YORK MARKET**

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Pool Car Distribution—Commercial—

Industrial and Long Distance Moving

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LOUIS MAURO

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**LACKAWANNA**

WAREHOUSE COMPANY, INC.

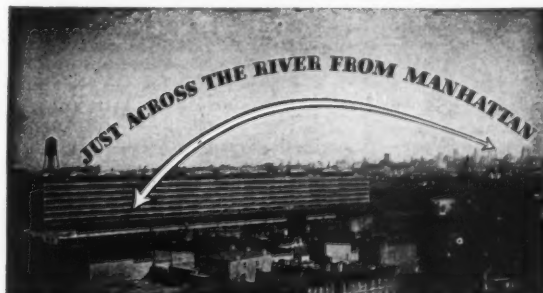
JERSEY CITY, N. J.

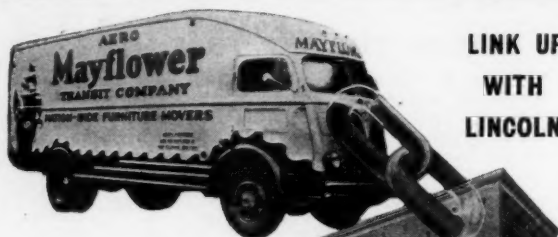
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*Albert H. Stuber*  
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capital and fifty years'  
skilled experience  
stand ready to serve  
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is exclusive Manhattan agent for the famous

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of household goods, personal effects or office equipment in, from or to New York City, or anywhere in the United States or Canada, safely and expertly, is a special skill of LINCOLN and MAYFLOWER.

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Storage, Distribution and Freight Forwarding  
from an Ultra-Modern Free and Bonded  
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### IDEALLY LOCATED

IN THE VERY CENTER OF NEW YORK CITY  
Adjacent to All Piers, Jobbing Centers  
and The Holland and Lincoln Tunnels

Unusual facilities and unlimited experience in forwarding and transportation. Motor truck service furnished when required, both local and long distance. Lehigh Valley R.R. siding—12 car capacity—in the building. Prompt handling—domestic or foreign shipments.

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Operating Warehouses for Storage of Perishable Food Products  
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Brooklyn Warehouse Adjacent to Pier and Wharf Accommodations

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Free and Bonded Warehouses

Manufacturers and Distributors space for lease

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Licensed by Cocoon, Cotton, Coffee and Sugar

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In the heart of the Canned and Bag Goods District  
of the Port of New York  
Two Fumigation Chambers

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3,000,000 Cubic Feet—Pool Car Distribution

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as its dominance over New York's West Side midtown skyline, the STARRETT-LEHIGH BUILDING offers the manufacturer and distributor superior advantages:

- Lehigh Valley R. R. freight terminal on street level; elevators direct to rail yard platform
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INVESTIGATE—learn what satisfied, nationally-known occupants are doing at the

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### State Warehouse Co., Inc.

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General Merchandise Storage and Distribution

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Fireproof Buildings—Low Insurance Rate—Immediately Adjacent to New York Central R. R.—Penna. R. R.—Lehigh Valley

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Branches in Phila., Boston, Jersey City

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Specializing in:

### HOUSEHOLD GOODS

Storage • Distribution • Trucking • Packing  
Foreign Lift-Van Service

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**OSWEGO NETHERLAND CO., INC.**

Established 1818

Modern up to the minute cooler and sharp freezer facilities with ventilation and humidity control. Temperature range —15 to 35° above. Storage-in-transit privileges.

All Fireproof buildings—Very Low Insurance Rates—10-car private siding—Free switching—U. S. Warehouse Act—Bonded. Member of N.Y.S.R.

H. B. LASKY, Treas. and Mgr.

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**George M. Clancy Carting Co., Inc.**

Storage Warehouse

Main St., East at Circle St.

General Merchandise Storage . Distribution

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Pool Cars Distributed and Re shipped

Direct R. R. Siding N. Y. Central

In the Center of Rochester

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**Schenectady Storage and Trucking**

**McCormack Highway**

**Transportation**

Offices: 160 Erie Blvd.

General Merchandise Storage and Distribution  
Pool Car Distribution Household Goods  
Storage and Moving Long Distance Trucking

**Refrigerator Car  
Pool Plan**

The O.D.T. will require the pooling of all railroad refrigerator cars to obtain maximum utilization of available supply. There are at present approximately 145,000 refrigerator cars, owned for the most part by railroad-controlled companies like Fruit Growers' Express and Pacific Fruit Express; individual rail line ownership is small. Substantial numbers of these cars are also owned by meat packers. Under the O.D.T. plans, administration of the pool will be left in private hands.

**Shoemaker Addresses Food  
and Drug Officials**

The vital role of refrigerated warehousing in the war effort and the necessity for relaxing regulatory measures to give the "broadest possible freedom in the handling and movement of food products," were emphasized by J. R. Shoemaker, Assistant Director of the Division of Storage, Office of Defense Transportation, in an address June 2nd to the Assn. of Food and Drug Officials of the United States at the Hotel Pennsylvania, New York.

The tremendous task of storing an increasing volume of high-vitamin foods under refrigeration, Mr. Shoemaker said, and the growing demand for refrigerated storage facilities due to the acute shortage of cans have presented problems which the warehousemen are working out, and which are occupying the constant attention of the O.D.T.

"As many of you are aware," Mr. Shoemaker said, "high-vitamin perishable foods have assumed far greater importance in the entire food picture than has been the case in past years. They are now a 'must' in the diet of our armed forces as well as those of our allies, and of course in civilian life. There are 3 primary methods of conservation of perishable foods—canning, freezing, and dehydration. Each has its important place in the program.

"Due to the shortage of critical materials, canning is perforce greatly curtailed. This will especially affect civilian supplies of canned foods due to the heavy requirements of the armed forces and for overseas ship-

SYRACUSE, N. Y.

**GREAT NORTHERN WAREHOUSES, INC.**

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MERCHANDISE STORAGE and DISTRIBUTION

2 PRIVATE RAIL SIDINGS

DAILY, STORE-DOOR, MOTOR FREIGHT SERVICE TO ALL NEW YORK STATE POINTS

Member—American Chain of Warehouses—MayWA

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MOTOR FREIGHT LINES  
PRIVATE RAIL SIDINGS**

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**STORAGE WAREHOUSE, INC.**  
SINCE 1897

**COMPLETE MERCHANDISE AND HOUSEHOLD GOODS STORAGE  
SERVICES**

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UTICA, N. Y.

**BROAD STREET WAREHOUSE, INC.**

Complete Warehousing  
Service

General Merchandise — Cold Storage

Heated Storage

Private Siding and Motor Freight Terminal

Daily Trucking Service to all

Points in New York State

UTICA, N. Y.

Established 1916

**UTICA WAREHOUSE CO., INC.**

Box 276

Utica, N. Y.

**MERCHANDISE STORAGE**

Specializing in Cotton, Cotton Waste, Textiles, Alkalies, Denatured Alcohol, Anti-Freeze, Automobiles, Etc. Warehouses on D.L.&W. and N.Y.C. Private siding. Sprinklered throughout. Pool car distribution. Motor service.

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Office & Warehouse: 107-121 Brookfield St.

Household Goods Moving, Storage, Packing, Shipping

Prompt service for any point in Westchester County.

Member N.Y.F.W.A.—N.F.W.A.

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**AMERICAN STORAGE & WAREHOUSE CO.**

CHARLOTTE, N. C.

OFFICE AND WAREHOUSE, 926 TUCKASEEGEE ROAD

MERCHANDISE STORAGE ONLY. POOL CARS DISTRIBUTED.  
MOTOR TRUCK SERVICE LOCAL AND DISTANCE. PRIVATE  
RAILROAD SIDING. SPRINKLERED.

ESTABLISHED 1908

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**Carolina Transfer & Storage Co.**

1230 W. Morehead St., Charlotte, N. C.

Bonded fireproof storage.

Household goods and merchandise.

Pool cars handled promptly. Motor Service.

Members A. W. A. and N. F. W. A.

CHARLOTTE, N. C.

Mill Type Construction—Sprinklered Building

**UNION STORAGE & WAREHOUSE CO., Inc.**

1000 W. Palmer St.

Low Insurance Rate

**MERCHANDISE STORAGE — POOL CAR DISTRIBUTION**

Bonded—Member of A.W.A.—Motor Service



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**DURHAM PUBLIC WAREHOUSES, INCORPORATED**

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Merchandise &amp; Household Goods Storage. Pool Car Distribution. Private Sidings, Reciprocal Switching. Sprinklered Buildings.

Members American Chain of Whses.; A. W. A.

## GREENSBORO, N. C.

**Champion Storage & Trucking Co., Inc.**

326-28 South Davie St., Greensboro, N. C.

Merchandise & Household Goods  
Pool Cars—Trucking ServiceSprinkler System — Private Siding  
Member MAYWA

## RALEIGH, N. C.

**CAROLINA STORAGE & DISTRIBUTING COMPANY**  
**MERCHANDISE STORAGE**  
**POOL CAR DISTRIBUTION**Private Siding  
Members

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Motor Freight Line  
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**FARRAR TRANSFER & STORAGE WAREHOUSE**

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Household Goods — Merchandise  
Long Distance Moving — Pool Car Distribution  
Private Siding, A. C. L. Railroad Co.  
Members, N. F. W. A. — A. T. A.

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**Union Storage & Transfer Company**

FARGO, N. DAK.

General Storage—Cold Storage—Household Goods  
Established 1906

Three warehouse units, total area 161,500 sq. ft.; of this 29,330 sq. ft. devoted to cold storage. Two buildings sprinkler equipped. Low insurance costs. Spot stocks. Pool car Distribution. Complete warehouse services. Fargo serves North Dakota and Northwestern Minnesota.

Offices 806-10 Northern Pacific Ave.

AWA-NFWA-MNWWA-ACW

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AWA-NFWA-MNWWA

Local and Long Distance  
Hauling of Freight  
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Pool Car Distribution—Motor Freight  
Terminal

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FOR EXPERIENCED WAREHOUSING  
OR DISTRIBUTION SERVICE IN OHIO  
SELECTAPPROVED MEMBERS  
OF THE O. W. A.

MEMBERSHIP LIST MAILED ON REQUEST

OHIO WAREHOUSEMEN'S ASSOCIATION  
COLUMBUS OHIO

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**COTTER CITY VIEW STORAGE COMPANY**

70 Cherry St., Akron, Ohio

Merchandise Storage.  
A.D.T. Alarm.  
Pool Car Distribution.  
Household Goods Storage.  
Low Insurance.  
Member of May W.A.—O.W.A.

ment. Freezing, and storage under refrigeration, will conserve a wide range of food products such as eggs and poultry, dairy products, meats and meat products and fruits, both fresh and frozen."

Mr. Shoemaker pointed out that projected 1942 pool holdings in refrigerated warehouses of the United States are more than 1,700,000,000 lbs. of products requiring zero temperatures, and 1,160,784,000 lbs. of products requiring "cooler" service at 30 deg.

"The figures shown," Mr. Shoemaker said, "indicate a very heavy occupancy of all refrigerated warehouse space, with possible shortage of space in certain areas. Total space figures for the country as a whole, as in certain areas alone, do not give a true picture of the situation. The location of available space in relation to production and subsequent processing or distribution is of great importance. This situation has been and is having our close attention. There are several factors that can change these figures. Weather in its effect on production, and the uncertainty of shipping overseas will have a marked effect on our surplus accumulation of products in storage.

"A number of State laws coming under the category of 'trade barriers' are administered by your departments. I urge that where any of these regulatory measures in any way impede or interfere with the effort, prompt action be taken to correct the situation for the duration. There should be the broadest possible freedom in the handling and movement of food products to the end that all demands of every nature be met, without dislocation or delay."

**Army Considering Interlake Canal to Aid Ore Boats**

U. S. Army engineers in Washington have under consideration a plan for building a 15-mile canal connecting Lake Erie with Lake St. Clair across Canadian territory which would reduce the mileage between Buffalo, N. Y., and the St. Clair River by 120 miles, announced E. H. Brayer of the Great Lakes Transit Commission.

Brayer said he and Senator J. M. Mead are sponsoring the canal, which would cost approximately \$20,000,000, including the \$1,000,000 cost of a ½-mile strip of farm land across the Ontario peninsula.

"The canal would be 450 ft. wide and 27 ft. deep with breakwalls at both ends," he declared. "It could be built in 300 working days." Five highway bridges and 2 railroad bridges would be necessary and there would be some dredging at the Lake Erie and Lake St. Clair entrances to the waterway.

"By eliminating the trip through the Westerly end of Lake Erie, the Detroit River and across Lake St. Clair, the canal would speed the movement of ore by saving 613 boat hours in a season, including time savings to other Lower Lake Erie ports. This would be equal to 11 ships and would enable the present ore fleet to carry 3,275,000 tons of ore."

Brayer said that it would cost at least \$20,000,000 to build 11 more ore carriers and such a shipbuilding program would use 40,000 tons of iron and steel that otherwise could be used for deep water ships, cruisers and destroyers.

**Ship Will Be Renamed**

Nicholson Universal Steamship Co. will change the name of its freighter Adam E. Cornelius, Jr., to Thos. H. Browning, honoring the man who has been in charge of the company's bulk freighter division. The boat was sold last fall to Nicholson by Boland & Cornelius of Buffalo.

Five of the company's fleet of automobile carriers now are being converted for the ore trade and were expected to be completed by mid-June. They are the Coralia, Crescent City, Sonoma, Hewitt and Penobscot.



## CANTON, OHIO

**CANTON STORAGE, Inc.**  
**FOURTH AND CHERRY, N.E.**Merchandise, Household  
Goods, Cold StoragePool cars distributed. Private sidings.  
Free switching on all roads. Separate fire-  
proof warehouses for household goods.  
Member: A.C.W.—MAY.W.A.—A.W.A.—  
O.F.A.A.—O.W.A.

## CLEVELAND, OHIO

Now there are

**WATER, RAIL AND  
TRUCK FACILITIES****4 LEDERER  
TERMINALS**Cleveland's Only Lakefront Public Warehouse with Direct  
Connecting R.R. Facilities Offices: FOOT OF E. 9th ST.  
Member of O.W.A. A.D.T. Protection

## CINCINNATI, OHIO

90 YEARS OF WAREHOUSING

**Cincinnati Merchandise Warehouses, Inc.**  
**7 W. Front St. Cincinnati, Ohio**Merchandise Storage—Pool Car Distribution  
P.R.R. & Sou. R.R. Sidings—Low Insurance Rates  
Air Conditioned Space—U. S. Customs BondedRepresented by  
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PHIL. 6-0947 1525 NEWBERRY AVE. MONSIEUR

## CINCINNATI, OHIO

Member of A.W.A.—O.W.A.



9,000,000 Cubic Feet Strictly Fireproof

**Select the Warehouse Used by the Leaders!****GENERAL STORAGE—COLD STORAGE—POOL CAR  
DISTRIBUTION—LONG DISTANCE TRUCK TERMINALS**

11 Car Switch in Building

Internal Revenue and General Bonded Storage  
Insurance Rate 14 1/2 c per \$100 per annum**CINCINNATI TERMINAL WAREHOUSES, INC.**

49 CENTRAL AVE. HARRY POSTER, General Manager CINCINNATI, O.

## CLEVELAND, OHIO

F. L. CONATY, Pres.

**CURTIS STORAGE & TRANSFER, INC.**

"STORE WITH CONFIDENCE"

Specializing in Merchandise Storage  
Pool Car Distribution—Bulk Tank Storage  
Operating Own Delivery Equipment  
Private Siding N.Y.C.R.R.

FRENCH &amp; WINTER STS.

CLEVELAND, OHIO

## CLEVELAND, OHIO

"An old organization with young ideas"

**THE GREELEY-GENERAL WAREHOUSE COMPANY**

located in the

New York Central Freight Terminal

BROADWAY AND EAST 15TH STREET

Member NATIONAL FURNITURE WAREHOUSEMEN'S ASSN.  
Agent ALLIED VAN LINES, INC.**DIRECT FROM FREIGHT CARS**SHIPMENTS to Cleveland, consigned to  
The Lincoln Storage Company over any  
railroad entering the city, can be handled  
from freight car direct to our loading plat-  
form.Carload shipments to our private siding,  
11201 Cedar Ave., on the N. Y. C. Belt  
Line, connecting with all R.Rs. entering  
Cleveland; L. C. L.-Penna. Euclid Ave. Sta.  
adjoining Euclid Ave. warehouse; other  
R.Rs. to Cleveland, Ohio.**LINCOLN STORAGE**W. R. Thomas, Pres.  
CLEVELAND

11201 Cedar Ave.

5700 Euclid Ave.

Great  
keeping

## CLEVELAND, OHIO

TEL. CHERRY 4170

Member of A.W.A.

**NATIONAL TERMINALS CORPORATION**

1200 WEST NINTH STREET

Three Modern Fireproof Buildings—Two with Dock Facilities on  
Cleveland's Water FrontMost Economical Warehouse and Distribution Services  
VIA WATER—RAIL—TRUCK ARE AVAILABLE THROUGH  
Cleveland's Largest Cold and General Merchandise Warehouse

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**CLEAN, AIR-FILTERED  
STORAGE**Exclusive Agent:  
Greater Cleveland  
for Aero-Mayflower  
Transit Co.Our warehouses have the latest  
methods and facilities for the  
protection of household goods.**The NEAL  
STORAGE COMPANY**  
CLEVELAND OHIO

## CLEVELAND, OHIO

**The OTIS TERMINAL WAREHOUSE**  
HAS THE FACILITIES  
TO MEET ALL OF YOUR NEEDSDowntown location; Modern and fireproof; Low insurance rates;  
Enclosed docks and siding on Big 4 Railroad; Daily delivery service;  
Office and display space; Telephone accommodations; U.S. CUSTOM BONDED.

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**RAILWAY WAREHOUSES, Inc.**

in CLEVELAND, OHIO

**For Facilities, Service and Security**

Write for Details

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Represented by Allied Distribution, Inc.—New York & Chicago

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Established in 1882

**Columbus Terminal Warehouse Company**

55-85 Terminal Way

Columbus, Ohio

Modern warehouses and storage facilities.  
A.D.T. System. Private double track siding.  
Free switching from all railroads.Represented by  
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
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Member of O.W.A.

**COLUMBUS WAREHOUSES, INC.**

A COMPLETE MERCHANDISE DISTRIBUTION WAREHOUSE

MOST CENTRAL WAREHOUSE—3 BLOCKS OF  
CENTER DOWNTOWN DISTRICT  
POOL CAR DISTRIBUTION

PRIVATE SIDING AND SWITCH—N. Y. CENTRAL LINES


228 West Broad St., Columbus, Ohio




## COLUMBUS, OHIO

Consign Your Household Goods Shipments to  
**DAN EDWARDS at COLUMBUS**  
 Packing—Shipping—Storage—Local and Long Distance Moving—Steel  
 and Concrete Warehouse—Private Siding  
   
**EDWARDS TRANSFER AND STORAGE CO.**  
 430 North High St., Columbus, Ohio  
 Member—National Furniture Warehousemen's Association  
 Agent—Allied Van Lines, Inc.



## COLUMBUS, OHIO

**THE MERCHANDISE WAREHOUSE CO.**  
 370 West Broad St.  
 Complete service for  
 MERCHANDISE STORAGE AND DISTRIBUTION  
 Private Siding NYC and Big Four  
 14 Car Capacity  
 Pool Car Distribution A.D.T. Service  
 Centrally Located Modern Facilities  
 Members: A.C.W.—O.W.A.  


## COLUMBUS, OHIO

**The NEILSTON STORAGE CO.**  
 260 EAST NAGHTEN ST.  
 Modern warehouse for merchandise—Low  
 Insurance—Central location in jobbing dis-  
 trict—Private railroad siding—Pool cars  
 distributed.  
 Member of O.W.A.  




## SPRINGFIELD, OHIO

**WAGNERS SERVICE, INC.**  
 Pennsylvania Railroad and Lowry Ave.  
 A warehouse service that embodies every  
 modern facility for the storage and distribu-  
 tion of Household Goods and Merchandise—  
 Motor Freight Service—Door to door delivery  
 at Dayton, Springfield and Columbus daily.  
 Member of A. W. A.—O. W. A.  
 

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**CAPACITY**  
 800—CARS GOLD  
 400—CARS DRY  
**PRIVATE SIDINGS**  
 N.Y.C. AND  
 B.&O. RR'S  
  
  
**GREAT LAKES TERMINAL WAREHOUSE CO.**  
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 COMPLETE WAREHOUSE FACILITIES

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**"QUICK SHIPPERS"**  
**TOLEDO TERMINAL WAREHOUSE, INC.**  
 128-138 VANCE STREET, TOLEDO, OHIO  
 Merchandise storage . . . Pool car distribution . . .  
 Fireproof . . . Private siding Nickel Plate Road  
 . . . Free switching . . . Negotiable receipts . . . Tran-  
 sit storage arrangements . . .  
 Motor truck service . . . Loca-  
 ted in jobbing district . . .  
  
 MEMBERS: American Warehousemen's Association  
 Ohio Warehousemen's Association  
 Toledo Chamber of Commerce  
  
 Represented by  
 NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
 11 WEST 42ND ST. PHN. 9-0666 1225 NEWBERRY AVE. MOH353

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**Merchants and Manufacturers Warehouse Co.**  
 15-29 So. Ontario St.  
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 Sprinklered Fireproof Building—100,000 Square Feet—Dry Storage—  
 70,000 Cubic Feet Cold Storage—Private siding Nickel Plate Road  
 —Free Switching—Merchandise Storage—Pool Car Distribution—  
 Negotiable receipts—Transit Storage Privileges—Low Insurance  
 Rates—City delivery system.


## OKLAHOMA CITY, OKLA.

Established 1889  
**O. K. TRANSFER & STORAGE CO.**  
    
 GENERAL WAREHOUSING AND DISTRIBUTION

## TULSA, OKLA.

**JOE HODGES FIREPROOF WAREHOUSE**  
 Merchandise Storage—Pool Car Distribution  
 Located in Center of Tulsa Wholesale District  
 Member: A.W.A., N.F.W.A. and American Chain of Warehouses


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**Colonial Warehouse and Transfer Co.**  
 Operating Public and Custom Bonded Warehouses  
 Licensed under the U. S. Warehouse Act  
 Merchandise, Storage and Distribution  
 Private Siding Free Switching Sprinklered  
 1132 N. W. GLISAN STREET  


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**HOLMAN TRANSFER COMPANY**  
**STORAGE DISTRIBUTION**  
 SINCE 1864  
 1306 N.W. Hoyt St. A.W.A.—O.S.W.A.

## PORTLAND, ORE.

J. H. CUMMINGS, Pres.  
**MERCHANDISE, STORAGE & WAREHOUSING**  
**Northwestern Transfer Co.**  
 General Forwarding Agents  
 SPECIAL ATTENTION GIVEN TO POOL CARS  
 Our private siding is served by all railroads  
 1504 N.W. Johnson St., Portland, Oregon  
 Estab. 1888  


## PORTLAND, ORE.

**OREGON TRANSFER COMPANY**  
 Established 1868  
 1238 Northwest Glisan Street Portland, Oregon  
 U. S. BONDED and PUBLIC WAREHOUSES  
 Merchandise Storage and Distribution  
 Lowest Insurance Rates—Sprinkler Equipped  
 Member A. W. A.  
 Eastern Representatives Distribution Service, Inc.

## PORTLAND, ORE.

COVER THE NORTHWEST  
 THROUGH  
**RUDIE WILHELM WHSE. CO., INC.**  
 U. S. Bonded—Concrete Building—A. D. T. Sprinkler System  
 Complete Facilities for Storage and Distribution  
 of All Commodities  
 Free Switching from All Railroads Portland's Lowest Insurance Rate  
 New York, 271 Madison Ave. Member A.W.A.

HARRISBURG, PA.

Inc. 1902

**HARRISBURG STORAGE CO.**

Fire Retardant & Fireproof Warehouses

P.R.R. Sidings

Pool Car & Delivery Service

Represented by  
THE AMERICAN CHAIN OF WAREHOUSES, INC.

HARRISBURG, PA.

**KEYSTONE WAREHOUSE**

GENERAL MERCHANDISE STORAGE

POOL CARS DISTRIBUTED

BRICK BUILDING—LOW INSURANCE

STORE DOOR DELIVERY ARRANGED FOR

PENNA. R. R. SIDING

OPERATED BY HARRISBURG WAREHOUSE CO.

HAZLETON, PA.



**KARN'S STORAGE, INC.**

EST. 1913  
MERCHANDISE WAREHOUSE L.V.R.R. SIDING

Storage in Transit Pool Car Distribution

Packing — Shipping — Hauling

Fireproof Furniture Storage

Members: Mayflower W.A.—P.F.W.A.—P.W.A.

LANCASTER, PA.

**LANCASTER STORAGE CO.**

LANCASTER, PA.

Merchandise Storage, Household Goods, Transferring,

Forwarding

Manufacturers' Distributors, Carload Distribution, Local

and Long Distance Moving

Member of May.W.A.

PHILADELPHIA, PA.

Est. over 50 years.

Pool Car Distribution a Specialty

**FENTON STORAGE CO.**

Absolutely Fireproof

46th and Girard Ave.

Cable Address "Fence"

P. R.R. Siding

Storage, moving and distribution of household goods and merchandise

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**Fidelity—20th Century Storage Warehouses**

General Offices—1811 Market St.

Agent for Allied Van Lines, Inc.

Bus type vans for speedy delivery anywhere. We distribute pool cars of household goods. Prompt remittance.

Assoc. N. F. W. A., Can. S. & T., P. F. W. A.

PHILADELPHIA, PA.

Established 1865

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708 South Delaware Avenue

Merchandise Storage Storage in Transit

Direct Sidings—Penna. R.R. and Reading R.R.

Pool Car Distribution

Represented by Associated Warehouses, Inc.

New York Deliveries Chicago

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Murrayhill 9-7645

Randolph 4453

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2,100,000 Square Feet

**MERCHANTS WAREHOUSE CO.**

10 Chestnut St.

Phone: LOM. 8070

11 modern buildings in leading business sections. Served by all R.R.'s. Loading and unloading under cover. Storage-in-transit privileges. Goods of all kinds, bonded and free.

One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehouses

PHILADELPHIA, PA.

BUELL G. MILLER, President

**MILLER**

North Broad Storage Co.

BROAD & LEHIGH & BRANCHES

Member P.M.T.A., C.F.M.A. of Pa.

**Allegheny Regional Board  
Proposes Changes**

Six important changes in the transportation setup were considered May 19 by the Allegheny Regional Advisory Board at a special Pittsburgh meeting. Approximately 100 shippers discussed the proposal of Colonel Johnson of the I.C.C. to increase demurrage rates.

Other discussed proposals were: Should Sunday and holidays be eliminated from demurrage rules as freight time?; should present agreements be eliminated or curtailed?; should demurrage charges be increased?; should demurrage free time be changed to start at noon instead of at 7 a.m.?; should use of cars in interplant operation be curtailed to the greatest possible extent?

It was agreed generally that demurrage charges may have to be increased, but not until all cooperative efforts have been exhausted and the equipment situation has become acute.

Of the 6 recommended changes, 2 were later made in the demurrage rules, as follows:

1—Prior to June 1 the demurrage rule read 48 hrs. free, and then \$2.20 a day for 4 days; then \$5.50. The change reads, "For the first 4 days after free time, demurrage will be \$2.20 a day for the first 2 days; then \$5.50 thereafter."

2—Prior to June 1, one credit offset one debit. For instance, if a man unloaded a car in 24 hrs., he received one credit which would offset a car one day on a car held longer than 48 hrs. Thus, a car unloaded in 24 hrs. and a car unloaded in 72 hrs.—balanced off. The change reads, "Now, however, it takes 2 credits (cars) to offset one debit, viz: man must unload 2 cars each in 24 hrs. to offset one car unloaded in 72 hrs."—Lef-fingwell.

**\$23,500,000 Freight Claim  
Losses Last Year**

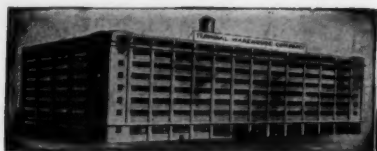
That poor handling and poor packing of freight destined for shipment in connection with war industries is impairing the war effort was intimated by Philip O. Laurin, sales manager of the Northeastern District of the Railway Express Agency, at the 6th annual "Perfect Shipping Meeting," held at Boston.

More than 400 shippers and transportation representatives attended the meeting, which was sponsored by the New England Shippers Advisory Board, with William H. Day, transportation bureau manager of the Boston Chamber of Commerce, presiding. The "Perfect Shipping Month Campaign," sponsored by the National Assn. of Shippers Advisory Boards, is pledged to declare a war on waste by preventing loss and damage to freight. The meeting was planned to acquaint those attending with the problems of reducing claims in loss and damaged goods.

Frank G. Love, property protection superintendent of the New York Central Railroad, said that the "background army of shippers, packers, and freight handlers must back up the boys fighting at the front by getting the materials to the defense factories in perfect condition."

Robert A. Fasold, of the freight claim division of the Assn. of American Railroads, said that freight





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### —serving PHILADELPHIA AND VICINITY with Economy and Dispatch!

Strategically located throughout Philadelphia, they provide more than 68 acres of excellent storage space.

Each building is equipped with every convenience, designed for the safe, prompt and economical handling of goods of every kind. All earn low insurance

rates. Special provision is made for the storage of household goods.

Served by both Pennsylvania Railroad and the Reading Company. Convenient to the big piers. Completely equipped pool car department is maintained.

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Represented by  
**DISTRIBUTION SERVICE, Inc.**

An Association  
of Good Warehouses Located at  
Strategic Distribution Centers

## TERMINAL WAREHOUSE COMPANY

DELAWARE AVENUE AND FAIRMOUNT • PHILADELPHIA



Members: A.W.A.,



N.F.W.A., Pa.F.W.A.

2 Broadway, NEW YORK CITY  
Phone: Bowling Green 9-0986

625 Third St., SAN FRANCISCO  
Phone: Sutter 3461

219 E. North Water St., CHICAGO  
Phone: Sup. 7180

PHILADELPHIA, PA.

### PROMPT and ECONOMICAL SERVICE

Over a million square feet of storage space, bonded and free. Twenty-two modern buildings located in the various retail, wholesale and manufacturing sections of the city. Direct rail connections. Near piers and ferry-car wharves. Special services and economies. Low insurance rates. Our own motor transports speed up deliveries.

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### PENNSYLVANIA WAREHOUSING & SAFE DEPOSIT CO.

General Offices: Cor. 4th & Chestnut Sts., Philadelphia  
WARREN T. JUSTICE, President

MEMBER: American Chain of Warehouses • American Warehousemen's Association • Pennsylvania Warehousemen's Association

NEW YORK: Geo. W. Perkins, 82 Beaver St., Tel. Whitehall 4-2287  
J. W. Terreforte, 250 Park Ave., Tel. Plaza 3-1235

CHICAGO: W. J. Marshall, 53 W. Jackson Blvd.  
Tel. Harrison 1496

claim losses amounted to \$23,500,000 last year, an increase of 11 per cent over that of the previous year.

Charles B. Baldwin, traffic manager of the United Shoe Machinery Corp., said that claim losses were reduced by 66 per cent in the past 6 yrs. in his plant by teaching employees the proper way to pack and load machinery in freight cars.

Nathaniel F. Bartlett, traffic manager of Hollingsworth & Vose Co., paper manufacturer, East Walpole, Mass., discussed the problem of training new help in the proper methods of handling and packing freight.

Contrasting today's problems with those of the first World War, Robert M. Colbert, traffic manager of Carter's Ink Co., said that freight claim losses in the last year of that war amounted to \$120,000,000—Wellington.

### Holman Transfer, Portland, Ore., Adds Property

Holman Transfer Co., Portland, Ore., has purchased property at N.W. 21st Avenue and Kearney Street, and will use same as a garage.—Haskell.

### Warehousemen Welcome O.D.T. Rules

The new O.D.T. rules governing warehouse pick-up are "a step in the right direction," warehouse operators in San Francisco feel, inasmuch as it will compel shippers to cooperate with them to cut out waste and duplication of effort and will lessen labor costs in many instances.

The Government program emphasizes and carries further, steps that the progressive warehouse operators have been tentatively trying out for some time, according to S. M. Haslett, Jr., vice-president of the California Warehousemen's Assn. Haslett says that every

Effort is being made to cut down on the number of deliveries and that a schedule of one delivery a day only for each firm will be established. Combined shipments will also be inaugurated where not already in effect. Where only a small shipment is to be picked up or delivered, this would be given to another operator who had shipments for the same destination.

Haslett says that the new rules will undoubtedly cut down a lot on overtime payments to labor since they will force shippers to have their orders ready earlier for pickup.—Gidlow.

#### Eastman Says Ore Vessels Needed

Defense Transportation Director J. B. Eastman said he had asked the War Shipping Administration to requisition ships if necessary to expedite movement of iron ore on the Great Lakes.

#### 800 Lock Work Started

Giant steam shovels started construction of the new 8,300,000 lock at Sault Ste. Marie, Mich., which is expected to be named for Gen. Douglas MacArthur. The Weitzel Lock, built in 1855, is being demolished and will be replaced with the new lock which will be 800 ft. long and 80 ft. wide, and will enable a ship to pass through laden to 29 ft. depth.

Work on deepening of river approaches was also started.

Construction of the lock is expected to take 2 yrs. Work is being done by the Great Lakes Dredge & Dock Co.

#### New Literature

White Motor Co., Cleveland, has compiled literature that explains its preventive maintenance and parts conservation campaign for the aid of motor truck owners. The booklet is thoroughly illustrated and descriptive; it is valuable for small or large fleet operators, and is equally valuable to single truck owners. Copies are available to any who'll write George H. Scragg, White Motor Co., Cleveland.

Div. of Information, War Production Board, has a booklet on plant efficiency which is available for distribution, on request. The booklet is called "Plant Efficiency—Ideas and Suggestions on Increasing Efficiency in Smaller Plants." It is in simple terms and is designed primarily for smaller war plants which are just getting into war production and which might be able to increase production by a study of efficiency procedures. Chapters deal with good lighting, accident prevention, adapting old machines to new jobs, maintenance and repair, longer life for cutting tools, meeting Government standards, keep track of orders, production and materials, pooling facilities, a word on priorities, and getting into war work. Copies may be obtained from regional and local offices of the War Production Board, from local offices of the Div. of Information, Office for Emergency Management, or by writing to the Div. of Information, Office for Emergency Management, in Washington.

United States Rubber Co., New York, has published a 48-page illustrated book on conservation of rubber products in industry. Complete and explicit suggestions are given for the proper care of these important rubber products from initial design through inventory and storage to use, maintenance, inspection and repair. The book is indexed and includes all mechanical rubber goods.

#### PITTSBURGH, PA.



**W. J. Dillner**

STORAGE, PACKING, CRATING AND SHIPPING

POOL CAR DISTRIBUTION  
LONG DISTANCE HAULING

2748 West Liberty Ave., Pittsburgh, Pa.

Members of N.F.W.A.—A.T.A.—P.F.W.A.—P.M.T.A.  
Agent for Allied Van Lines, Inc.

**TRANSFER & STORAGE CO.**



#### PITTSBURGH, PA.

### DUQUESNE WAREHOUSE CO.

Office: Duquesne Way and Barbeau St.  
Merchandise Storage & Distribution

Members A. W. A.

#### PITTSBURGH, PA.

Established 1911

### EXHIBITORS' SERVICE COMPANY

West Gen. Robinson & Scotland Street

Pool Car Distribution—Reconsigning, 24 Hour Service—  
Trackage 40 Cars—Daily Service area—20,000 Sq. Miles—104  
Company Owned Vehicles—Steel and Concrete Terminal  
Cooling Room Space for Perishables.

#### PITTSBURGH, PA.

### ED WERNER TRANSFER & STORAGE COMPANY

1917-19 Brownsville Road

Pittsburgh, Penna.

Storage, Packing and Shipping

Member of National Furniture Warehousemen's Ass'n.

Agent of Allied Van Lines, Inc.

#### PITTSBURGH, PA.

THOMAS WHITE, Owner and Manager

# 2

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17th AND PIKE STS.  
13th AND PIKE STS.

QUARTER MILLION FEET OF SPACE

*In the Heart of  
Pittsburgh's  
Jobbing District*

STORAGE IN TRANSIT  
POOL CAR DISTRIBUTION  
COMPLETE TRUCKING FACILITIES  
PRR SIDINGS

Also operators of  
**WHITE MOTOR EXPRESS CO.**

Established 1918

# WHITE TERMINAL COMPANY

17th AND PIKE STS.

PENNSYLVANIA

SHIPPERS' SERVICE SECTION

D and W, July, 1936

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**R. F. POST**  
**DRAYMAN & STORAGE WAREHOUSE**  
 221 Vine St.  
 HOUSEHOLD STORAGE POOL CARS  
 MERCHANDISE STORAGE PACKING  
 LOCAL AND LONG DISTANCE MOVING  
 PRIVATE SIDING, D. L. & W. R. R.

SCRANTON, PA.

**THE QUACKENBUSH WAREHOUSE CO.**  
 219 VINE STREET  
 MERCHANDISE AND HOUSEHOLD GOODS  
 STORAGE POOL CAR DISTRIBUTION  
 D L & W and D & H Sidings  
 Represented by  
 NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
 11 WEST 42ND ST., PENN. 6-0066 1515 NEWBERRY AVE., MO. 55-3

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**SHARON COAL & ICE CO.**  
 230 W. Budd St., Sharon, Pa.  
 Cold Storage—Merchandise—Household Goods  
 2 Warehouses with private sidings on Erie & P RR's  
 reciprocal switching. Loans on Stored Commodities.  
 Cold Storage for furs—Cold storage lockers—Quick Freeze  
 space.

UNIONTOWN, PA.

H. D. RYAN—L. G. HOWARD, Proprietors

**KEYSTONE TRANSFER CO.**  
 CORNER BEESON BLVD. & PENN ST.  
 HOUSEHOLD GOODS PACKED, SHIPPED, STORED  
 LONG DISTANCE MOVING  
 Private Siding B. & O. R.R.

WILKES-BARRE, PA.

**WILKES-BARRE STORAGE CO.**  
 General Storage and Distribution  
 Prompt and Efficient Service  
 12 Car Track Located on Lehigh Valley RR. Switches  
 Storage-in-Transit and Pool Cars  
 19 New Bennett St. Wilkes-Barre, Pa.

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 FIREPROOF BUILDING—416 FRANKLIN STREET  
 P. R. R. SIDING  
 MERCHANDISE STORAGE AND DISTRIBUTION  
 HOUSEHOLD GOODS—DRAYAGE  
 IDEAL DISTRIBUTING POINT FOR CENTRAL PENNSYLVANIA

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**CADY MOVING & STORAGE CO.**  
 80-90 Dudley St.  
 FIREPROOF WAREHOUSE  
 Storage, Moving, Shipping  
 Fleet of Long Distance Moving Vans  
 Member National Furniture Warehousemen's Assn.  
 Agent for Allied Van Lines, Inc.

PROVIDENCE, R. I.

**Terminal Warehouse Company of R. I., Inc.**  
 storage all kinds of General Merchandise, Pool Car  
 Distribution. Lowest Insurance.  
 Trackage facilities 50 cars. Dockage facilities on  
 deep water.  
 Shipping directions South Providence, R. I.

CHARLESTON, S. C.

**Charleston Warehouse and Forwarding Corp.**  
 Merchandise Storage and  
 Distribution of Pool Cars  
 Modern Concrete Warehouse. 100,000 Square Feet of Storage Space.  
 Private Tracks Connecting with All Railroad and Steamship Lines.  
 Motor Truck Service.  
 Member of the American Chain of Warehouses, Inc.

COLUMBIA, S. C.



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 Est. 1928  
 General merchandise and household goods  
 storage.  
 Pool Car Distribution. Private rail sidings.  
 Sprinkler equipped warehouse.

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**TEXTILE WAREHOUSE CO.**  
 Est. 1928  
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 GENERAL MERCHANDISE—H.H.C. STORAGE  
 Pool Car Distribution—Motor Truck Service  
 Low Insurance Rate Private Siding

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**FIREPROOF STORAGE & VAN COMPANY, Inc.**  
 201-211 Randolph St., Knoxville, Tennessee  
 135,000 square feet on Southern Railway tracks.  
 Equipped with Automatic Sprinkler  
 Insurance at 12c. per \$100.00 Household goods shipments  
 per annum. Prompt remittance made.  
 Pool Cars distributed. MEMBERS American Warehousemen's Ass'n  
 PROMPT AND EFFICIENT SERVICE

MEMPHIS, TENN.



S. S. DENT, Owner  
**General Warehouse Co.**  
 421 So. Main St.  
 "Good housekeeping, accurate records,  
 Personal Service"  
 Located in the center of the Jobbing &  
 Wholesale District  
 Sprinklered Low Insurance  
 Private R. R. siding Perfect service

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Benton T. Grills, Sec'y. & Mgr.  
**NICKEY WAREHOUSES, INC.**  
 "Memphis Most Modern Warehouses"  
 285-305 West Trigg Ave.  
 Merchandise Storage & Pool Car Distribution  
 Local Delivery Service  
 A.D.T. Burglar and Sprinkler Supervisory Service. Illinois Central, Frisco & Mo.  
 Pac. Private rail siding 9 car spot.

MEMPHIS, TENN.

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**John H. Poston Storage Warehouses**  
 ESTABLISHED 1894  
 671 to 679 South Main St.  
 Insurance Rate 91.25 per \$1,000 per Annum Distribution a Specialty.  
 Merchandise storage, dependable service, free switching, Local cartage delivery.  
 Illinois Central and Cotton Belt Railway tracks. Automatic sprinkler. A.D.T. warehouse.

MEMPHIS, TENN.

H. K. HOUSTON, Pres. P. D. HOUSTON, V.P.  
**UNITED WAREHOUSE & TERMINAL CORP.**  
 Warehouse No. 1 Warehouse No. 2  
 137 E. Calhoun Ave. 138-40 St. Paul Ave.  
 Memphis, Tennessee  
 Storage (Mids.)—Pool Car Distribution—Local delivery service—Office Space  
 in the heart of the wholesale district and convenient to Rail, Truck and express  
 terminals. Eight car railroad siding—(N.C.&ST.L. and L.&N.)—Refrigerated switch-  
 ing. Represented by Distribution Service, Inc. Member of A.W.A. and M.W.A.



### Aircraft War Traffic Conference Formed

Traffic directors of automotive companies now engaged in aircraft manufacture and of the aircraft manufacturing companies have formed a joint transportation organization, the Aircraft War Traffic Conference. In a Detroit meeting, W. J. Goehausen, traffic manager of the Airplane Div. of Curtiss-Wright Corp., was elected chairman and C. A. Sullivan, general traffic director of the Fisher Body Div. of General Motors was elected vice-chairman. K. A. Moore, traffic division manager of the Automotive Council, is manager of the Conference.

The Conference's sole objective is to speed war production by expediting the solution of aircraft transportation problems; it will serve as a clearing house for research, interchange of experience, technique and information on all phases of aircraft traffic—loading and shipping, rates, classification, bills of lading, routing and other transportation factors. It will present the views of the manufacturers to interested regulatory government agencies and freight carriers and will work with the Army air forces and the Naval Bureau of Aeronautics and other governmental agencies in advancing the war traffic effort.

### W.P.B. Cargo Plane Committee Formed

Donald M. Nelson, chairman of the War Production Board, June 2nd announced the creation of a special committee on cargo planes.

Purpose of the committee is to obtain all the available facts relating to cargo planes, including the past use of airplanes for carrying cargoes and the future possibilities of such transportation techniques as they relate to production problems arising from the war effort.

Considerable interest has been shown recently in the possibilities of increasing the use of large-size, long-range airplanes capable of carrying substantial cargoes of all kinds.

Mr. Nelson has charged his new Committee with the job of making an objective study of the situation to see what the facts are as they relate to production problems, including the problem of raw materials for possible cargo plane construction.

Membership of the committee is as follows:

Harold B. Talbott, Deputy Director of the Production Division, War Production Board, Mr. Talbott, a Major in the Air Corps in the first World War, former president of the Dayton Wright Aircraft Corp., has been a director of many leading aircraft and automotive companies. He will be chairman of the committee.

T. P. Wright, Assistant Chief, Aircraft Branch, Production Division, War Production Board. Mr. Wright, for many years vice-president and chief engineer of the Curtiss-Wright Corp., is one of the country's leading aeronautical engineers.

William Barclay Harding, vice-president of the Defense Supplies Corp., (American Republic Division) of the Reconstruction Finance Corp. An active private flyer, Mr. Harding has been a director in many aviation companies, including Eastern Airlines, and a partner in Smith, Barney and Co., bankers.

Lewis Douglas, Deputy to Admiral Land in the War Shipping Administration. Mr. Douglas is the former Director of the Budget.

Dr. Jerome C. Hunsaker, Chairman of the National Advisory Committee for Aeronautics. A pioneer aeronautical scientist, Dr. Hunsaker is head of the Departments of Mechanical Engineering and Aeronautical Engineering at the Massachusetts Institute of Technology. A designer of Navy dirigible airships, Dr. Hunsaker was formerly in charge of the Design Section of the Bureau in the Navy Dept.

Robert Hinkley, Assistant Secretary of Commerce, in charge of aviation. Mr. Hinkley, former director of the Civil Aeronautics Authority, was for many years associated with airline and aircraft development activities in the Western States and has been active for a long time in the civilian air pilot training program.

Col. Royal B. Lord, Assistant Director, Board of Economic Warfare, which controls United States exports.

Grover Loening, one of the country's pioneer aeronautical designers and manufacturers, is the technical consultant to the committee. Long interested in the development of cargo planes, Mr. Loening has been granted many awards, including the Collier Trophy and the Wright Trophy.

Gerard B. Lambert, member of the executive staff of W.P.B. and Chief of Liaison for the War Production Board, will be

NASHVILLE, TENN.

124 FIRST AVE. N.

### BOND, CHADWELL CO.

MERCHANDISE  
WAREHOUSE  
RAIL, TRUCK  
AND RIVER  
TERMINAL



NASHVILLE, TENN.

521 Eighth Ave., So.

### Central Van & Storage Co.

MERCANTILE AND HOUSEHOLD STORAGE  
WAREHOUSE STOCK and POOL CAR DISTRIBUTION  
Automatic Sprinkler System—Centrally Located

NASHVILLE, TENN.

ESTABLISHED 1886

### THE PRICE-BASS CO.

194-204 Hermitage Ave.

MERCHANDISE STORAGE

Automatic Sprinklered—Spot Stock and Pool Car Distribution—Private Siding

BEAUMONT, TEXAS

### TEXAS STORAGE COMPANY

656 Neches St.

Beaumont, Texas



Merchandise and Household Goods  
Warehouse, Concrete Construction  
30,000 Sq. Ft. Distribution of Pool Cars  
Transfer Household Goods

Agent for A.V.L. Member of N.F.W.A.—S.W.&T.A.

CORPUS CHRISTI, TEXAS

### CORPUS CHRISTI WAREHOUSE AND STORAGE COMPANY

Located AT PORT SITE  
adjacent to docks NAVIGATION DISTRICT NO. 1

Storage

\$6,400  
\$4. Fl.  
Sprinklered

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MERCHANDISE EXCLUSIVELY

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Member: Southwest Warehouse and Transportation's Ass'n

CORPUS CHRISTI, TEXAS

### Robinson Warehouse & Storage Co.

General Offices: 1500 N. Broadway, Corpus Christi

Specialists in

General Merchandise Storage—Pool Car Distribution

Public Bonded Warehouses at Alice, Corpus Christi, Harlingen and Victoria . . .  
Daily and overnight common carrier Motor Freight Service to Houston, San Antonio, Austin, Laredo and Rio Grande Valley, serving all intermediate points.  
Expert Handling: Inquiries Invited.

executive secretary to the committee. Mr. Lambert was formerly president of the Lambert Company and was also president of the Gillette Safety Razor Co. He was an advisor to the administrator of the Federal Housing Authority in 1938 and 1939.

### Govt. Cargo Planes

### Carry Million Lbs. Weekly

An average of a million pounds of essential priority air cargoes a week is being flown by the new Contract Air Cargo Div. of the Army Air Forces, utilizing the facilities of 15 commercial airlines to deliver airplane parts, equipment, and replacements throughout the Western Hemisphere.

"The hardest working planes in the world," is how Maj. Gen. H. J. F. Miller, Commanding General of the Air Service Command, describes the fleet of some 100 cargo planes being operated under the plan by the 15

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In Dallas It's Blayon-O'Keefe

**MERCHANDISE STORAGE—POOL CAR DISTRIBUTION**  
Our modern Centrally located Warehouse is completely equipped to serve you with over 75000 square feet of merchandise & household goods storage space.  
**MOVING—STORAGE—PACKING—SHIPPING**

Since  
1875

**BLYN-O'KEEFE**  
Fireproof Storage Co.  
Dallas

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Associated with Distribution Service, Inc.

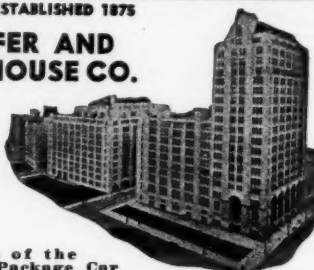
## DALLAS, TEXAS

ESTABLISHED 1875

## DALLAS TRANSFER AND TERMINAL WAREHOUSE CO.

Second Unit Santa Fe  
Building, Dallas, Texas

Modern Fireproof  
Construction—  
Office, Display,  
Manufacturers,  
and  
Warehouse Space



Operators of the  
Lone Star Package Car  
Company (Dallas and Fort  
Worth Divisions)  
H. & N. T. Motor Freight Line  
Agents for Allied Van Lines, Inc.

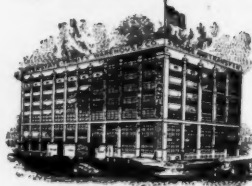
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A.W.A., N.F.W.A., American Chain  
of Warehouses  
Southwest Warehouse & Transfer-  
men's Assn. Rotary Club



## DALLAS, TEXAS

## INTERSTATE-TRINITY WAREHOUSE COMPANY

301 North Market St., Dallas



Merchandise Storage and  
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Household Goods Storage,  
Moving & Packing  
Long Distance Hauling

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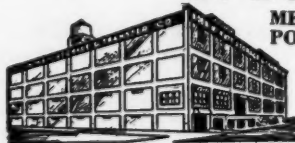
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## SPECIALIZING

**MERCHANDISE STORAGE  
POOL-CAR DISTRIBUTION**

SERVING THE GREAT  
SOUTHWEST AREA

EVERY ACCOUNT IS  
PERSONALLY SUPERVISED  
BY THE MANAGEMENT



**KOON-McNATT STORAGE & TRANSFER CO.**  
911 MARION ST.

CONTRACT OPERATORS FOR ALL RAIL  
LINES AND UNIVERSAL CARLOADING &  
DISTRIBUTING COMPANY

Over 10,000,000 Pounds of Freight Handled Monthly  
for Dallas Shippers

## DALLAS, TEXAS

## Merchants Cold Storage of Dallas

Bonded

470,000 Cu. Ft. Cold Storage Space  
Pool Car Distribution

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A Complete Merchandise Warehouse Service

## MORGAN WAREHOUSE, INC.

Houston Street at McKinney Avenue

Merchandise Storage—Warehouse Space For Rent

The business address of a number of the largest manufacturers in the world. A splendid modern plant. A strategic distribution center. A highly specialized organization placing at your command the finest SERVICE that skill and willingness can offer.

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Warehouses—FT. WORTH—DALLAS

## TEXAS AND PACIFIC TERMINAL WAREHOUSE CO.

MERCHANDISE STORAGE—POOL CAR DISTRIBUTION

Sprinklered A. D. T. Supervised

Cooler Rooms

Enclosed Parking lot for Customers' Automobiles and Trucks  
Member S.W.A. LOW INSURANCE RATES

## EL PASO, TEXAS

"Bankers of Merchandise"

"Service With Security"

## International Warehouse Co., Inc.

1601 Magoffin Ave.

El Paso, Texas



Lowest Content Insurance Rate  
Fireproof Storage of Household Goods, Auto  
& Merchandise. State and Customs Bonded.  
Private Trackage—T. & P. and So. Pac. Ry.  
Pool Car Distribution—Motor Truck Service.  
Incorporated in 1920  
Members—NFWA—SWTA—Agent for Allied  
Van Lines, Inc.

commercial airlines on contract to the Army Air Forces. The schedule now in operation calls for each of these contract planes to fly an average of 10 hrs, or 1500 miles a day, carrying about 3500 lbs. of cargo, as well as transporting military personnel on urgent missions.

Gen. Miller has pointed out that the million pounds of freight now being flown each week is 4 times as much as was handled at capacity by approximately the same number of planes prior to the contract system.

Most of the planes being used are commercial ships converted into military cargo carriers under a recent order by the President placing the domestic airlines of the United States on a wartime footing.

Only a few are new Army ships produced specifically for the purpose of transporting Army air cargoes. Cargo planes, however, are now coming off the production line, and it is expected that by the end of the year a total of about 300 of these planes will be in service. As these new planes are added to the cargo carrier fleet, they are turned over to the airlines to be operated for the Army Air Forces by airline personnel.

A number of Air Freight Terminals have been established at centers of industry throughout the country, which serve as pick-up points along the routes of the contract lines for the delivery by air of war materials to tactical units of the Army Air Forces.

In the cargo of almost every flight are included such vital items as airplane engines, engine parts, armaments, carburetors, generators, and propellers.

During the first 9 days of operations, planes of the Contract Air Cargo Div. carried almost 800 military personnel as passengers, at a saving to the Government of \$32,000 at standard air carrier fares.—Manning.

### Planes Rumored for Coast- Latin-American Trade

The acute situation that exists with respect to shipping between Pacific Coast ports and Latin America is giving rise to many studies and suggestions for alleviating the condition. The latest of the suggestions to be made is that giant transport planes be used to carry strategic or highly important goods. It is rumored that the use of such planes to relieve the shipping bottleneck between this coast and South America is being seriously considered by officers of the Board of Economic Warfare.

(Concluded on page 117)

FORT WORTH, TEXAS

In Fort Worth It's Binyon-O'Keefe

**MERCHANDISE STORAGE—POOL CAR DISTRIBUTION**  
Our modern Centrally located fireproof warehouse is completely equipped to serve you with over 90,000 square feet of merchandise & household goods storage space.  
**MOVING—STORAGE—PACKING—SHIPPING**



Since 1875

**BINYON-O'KEEFE**  
Fireproof Storage Co.  
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Since 1875



Associated With Distribution Service, Inc.

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**A Complete Merchandise Warehouse Service**  
**MERCHANDISE STORAGE — COLD STORAGE — POOL CAR DISTRIBUTION — FRISCO R.R. SIDING — MODERN — FIREPROOF WAREHOUSE**

**JOHNSON STORAGE & DISTRIBUTING CO., INC.**

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FORT WORTH, TEXAS

Agents—ALLIED VAN LINES, INC.

**Storage, Cartage, Pool Car Distribution**

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**WAREHOUSES, INC.**

Merchandise Storage — Pool Car Distribution  
Centrally Located — Lowest Insurance Rate  
Private Siding Southern Pacific Ry. Co.

Goliad & Morin Sts.

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HOUSTON, TEXAS

**FEDERAL WAREHOUSE COMPANY**

1200 National Street

Houston, Texas

Sprinklered Warehouses, 30 Car Spot  
One Floor—therefore reasonable handling  
and storage rates

HOUSTON, TEXAS

**Better Warehousing in HOUSTON**

We operate a modern low insurance rate warehouse in the center of the wholesale, jobber, rail and truck terminal district. Most conveniently located for interior jobber's trucks; well trained personnel; cooler space.

**HOUSTON CENTRAL WAREHOUSE CO.**  
Commerce and San Jacinto Houston, Texas

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NEW YORK BRISKO DISTRIBUTION INC. CHICAGO  
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**Houston Terminal Warehouse & Cold Storage Company**

General Storage Cold Storage U. S. Custom Bonded

A. D. T. Service Pool Car Distribution

Office Space Display Space Parking Space

Lowest Insurance Rate

New York Representatives  
Phone PLaza 3-1235

Chicago Representatives  
Phone Harrison 1496

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**PATRICK TRANSFER & STORAGE CO.**

Merchandise and Household Goods Storage

Pool Car Distribution

Sprinklered—A.D.T. Watchmen

Shipside and Uptown Warehouses

Operators—Houston Division

Lone Star Package Car Co.

1117 Vine St. Agents for Allied Van Lines, Inc.

Members N.F.W.A.  
State and Local Assn.

HOUSTON, TEXAS

In the Heart of the Business District, Use

**QUICK SERVICE WAREHOUSE & COLD STORAGE, INC.**

102 SAN JACINTO STREET AND 2416 COMMERCE STREET

Fireproof Construction — 8 & 9¢ Insurance Rate  
Merchandise Storage — Cold Storage & Cooler Vaults  
U. S. Custom Bonded — Packing Rooms  
Pool Car Distribution  
MOP SIDINGS

HOUSTON, TEXAS

**MERCHANDISE DISTRIBUTION**

COMMERCIAL STORAGE—

OFFICE SPACE — PARKING SPACE

**T. P. C. STORAGE & TRANSFER CO., INC.**

2301 Commerce Ave.

HOUSTON, TEXAS

W. E. FAIN, Owner and Manager  
Established 1901

**TEXAS WAREHOUSE COMPANY**

Forty Years

Under Same Continuous Management

**MERCHANDISE EXCLUSIVELY**

Pool Car Distribution Sprinklered Throughout  
A.D.T. Supervised Service

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Agent for Allied Van Lines, Inc.

**UNION Transfer & Storage Co.**

1113 Vine St. P.O. Box 305

Forwarding and Distributing

**MERCHANDISE STORAGE**

Warehouse Sprinklered Throughout.

Supervised by A.D.T. Service.

**SERVICE THAT COUNTS**



HOUSTON, TEXAS

**UNIVERSAL TERMINAL WAREHOUSE CO.**

Merchandise Storage — Pool Car Distribution

Sprinklered—A.D.T. Watchmen

— U. S. Customs Bonded —

— Office Space —

New York Representatives: DISTRIBUTION SERVICE, INC. 2 Broadway  
Chicago Representatives: DISTRIBUTION SERVICE, INC. 219 E. North Water St.  
Members A.W.A. and State and Local Associations.

HOUSTON, TEXAS

BENJ. S. HURWITZ, Pres.

**WESTHEIMER**

**Transfer and Storage Co., Inc.**

OVER 50 YEARS IN HOUSTON

Fireproof Warehouses

Merchandise & Household Goods Storage—Pool Car Distribution—

Lift Van Service—20 car lengths of trackage.

Agents for Allied Van Lines, Inc. Members N. F. W. A. State and Local Assn.



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**MERCHANTS**  
**TRANSFER & STORAGE CO.**

Complete Storage and Distribution Service

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Dependable Service Since 1913



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**Scobey Fireproof Storage Co.**  
HOUSEHOLD - MERCHAN-  
DISE - COLD STORAGE -  
CARTAGE.  
DISTRIBUTION  
INSURANCE RATE --- 10c  
Members of 4 Leading Associations



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**SOUTHERN TRANSFER & STORAGE CO.**  
Specialists in Merchandise Distribution  
**FIREPROOF BONDED STORAGE**  
Represented by  
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11 WEST 42ND ST. NEW YORK 18 1325 NEWBURY AVE. CHICAGO 55

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**Tyler Warehouse and Storage Company**  
Bonded under the Laws of Texas  
General Storage and Distribution from the Center of East Texas. Specializing in Pool Cars Merchandise.

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MEMBER OF A.W.A.

**WESTERN GATEWAY STORAGE CO.**  
GENERAL WAREHOUSING  
POOL CAR DISTRIBUTION  
MERCHANDISE AND COLD STORAGE

## SALT LAKE CITY, UTAH

**CENTRAL WAREHOUSE**  
Fireproof Sprinklered  
Insurance rate 18c. Merchandise Storage. Pool Car Distribution.  
Office Facilities.  
Member A. W. A.

## SALT LAKE CITY, UTAH

**Merchandise Storage and Distribution**  
Over 1,000,000 cubic feet reinforced Concrete Sprinklered Space  
Insurance Rate 11 Cents  
**CORNWALL WAREHOUSE CO.**  
Salt Lake City, Utah  
Represented by  
DISTRIBUTION SERVICE, INC.  
New York—Chicago—San Francisco

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"This is the Place"  
**FOR BETTER SERVICE**  
**SECURITY STORAGE & COMMISSION CO.**  
230 S. 4TH WEST STREET  
Over 35 Years' Experience  
Merchandise Warehousing - Distribution  
Sprinklered Building - Complete Facilities  
Lowest Insurance Cost - A.D.T. Watchman Service  
Office Accommodations - Display Space  
Represented by American Chain of Warehouses, Inc.  
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250 Park Ave. 53 W. Jackson Blvd.  
MEMBER:  
A.W.A.—U.W.A.

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Storage—Pool Car Distribution

**KEYSER MOVING AND STORAGE CO.**  
Est. 328 West 2nd South 1910  
72,000 sq. ft. space. Reinforced concrete and brick. Dignified, accessible, and central location. U.P. spur with free switching from or to other lines. P-U&D service rail or truck. Systematic delivery service twice daily. 90% Co-Ins. rate 19¢ per \$100.00. A.D.T. automatic burglar and fire protection. Office and desk space available.  
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**HOUSEHOLD AUTOMOBILE STORAGE**  
**NEW-BELL STORAGE CORPORATION**  
NORFOLK, VIRGINIA  
MODERN SPRINKLER EQUIPPED WAREHOUSE  
50,000 SQUARE FEET PRIVATE RAIL SIDING  
Lowest Insurance Rate in Norfolk. Pool Car Distribution  
WE SPECIALIZE IN MERCHANDISE STORAGE  
AND DISTRIBUTION  
AGENTS AERO WAYFLOWER TRANSIT COMPANY  
Member M.W.A. & S.W.A.

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Serving—Va. Beach, Ft. Monroe, Newport News, Williamsburg and Tidewater Virginia.  
**Security Storage and Van Corp.**  
530 FRONT STREET  
Norfolk's Finest Fireproof Furniture Warehouse  
Motor Van & Lift Van Service  
Collections — Distribution  
Member—NAT'L F.W.A.—ALLIED VAN LINES

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Established 1892  
**SOUTHGATE STORAGE COMPANY, Inc.**  
For economical storage and distribution you will want to know more about our individualized services. Our fireproof warehouses are in the Southgate Terminal, on the waterfront and in the center of Norfolk's wholesale district. Served by all rail, water and motor lines.  
MEMBER:  
A.C.W.  
A.W.A.  
S.W.A.  
U.S.C. of O.  
Write for Booklet— "7 POINT DISTRIBUTION"

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64 Years of Uninterrupted and Expert Service

**BROOKS TRANSFER and STORAGE CO., Inc.**  
1224 W. Broad Street, Richmond, Va.  
Three Fireproof Storage Warehouses—\$10,000 Cubic Feet Floor Space—Automatic Sprinkler System—Low Insurance Rates—Careful Attention to Storage—Packing and Shipping of Household Goods—Private Railroad Siding—Pool Car Distribution—Motor Van Service to All States—Freight Truck Line.  
Member of N. F. W. A.—A. V. L.—A. T. A.

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**DILLARD CARTAGE CO.**  
Freight Hauling — Contractors Hauling  
Specializing in  
Pool Car Distribution  
Quick Handling of Stop Over Cars—Prompt Returns  
Complete Facilities for Motor Freight Lines

## RICHMOND, VA.

**THE W. FRED. RICHARDSON**  
**Security Storage Corporation**  
PACKING FOR SHIPMENT  
Local and Long Distance Movements  
ESTABLISHED 1897  
Agent for Allied Van Lines, Inc.

**RICMOND, VA.**

100,000 Sq. Ft. Space

**VIRGINIA BONDED WAREHOUSE CORPORATION**  
ESTABLISHED 1908 1709 E. CARY ST.  
U. S. BONDED & PUBLIC WAREHOUSES  
MERCHANDISE STORAGE & DISTRIBUTION  
INSURANCE RATES 20c PER \$100 PER YEAR  
Member A.W.A.  
BUILDINGS SPRINKLERED

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**H. L. LAWSON & SON**  
*Finance and Storage*  
Pool Car Distributors  
General Merchandise Storage  
421-25 EAST CAMPBELL AVE.  
ROANOKE, VIRGINIA

**ROANOKE, VA.**

**ROANOKE PUBLIC WAREHOUSE**

Capacity 500 Cars  
Private Railroad Siding



Automatic Sprinkler  
Accurate Accounting

We make a Specialty of Storage and Pool Car Distribution  
for Agents, Brokers and General Merchandise Houses.  
Member of American Chain of Warehouses

**Planes Rumored for Coast-Latin-American Trade**

(Concluded from page 114)

conomic Welfare, and that planes suitable for this traffic, capable of carrying loads of from 20 to 30 tons, have been developed by Lockheed. These transports, however, have not yet received their test flights. The development of planes that would carry up to 50 tons of freight is contemplated as more than a possibility. Plywood and stainless steel are the materials to be used for these transports, replacing aluminum.

Also interested in this scheme, because of the importance of Latin American trade, is the Office of the Co-ordinator of Inter-American Affairs.

Meanwhile, shippers' organizations on the Pacific Coast, foreign trade associations and similar bodies, are urging the establishment of steamship services between Latin American and Pacific Coast ports. A resolution to this effect was passed at the convention of the Pacific Coast Coffee Assn., held in May at Del Monte, Cal., following discussion-sessions with government representatives. Similar resolutions have been sent to Washington by San Francisco shippers, the Marine Exchange, the Foreign Trade Assn. of Southern California and the Junior Foreign Trade Assn. The recommendations included description of the acute shipping problem that exists between Latin American and Pacific Coast ports, emphasized the relative safety of the West Coast-South American route, utilization of now only partly used Eastbound railway equipment, relief of Gulf and Atlantic ports nearing congestion, etc.

Admiral E. S. Land recently turned down an application for resumption of such shipping services, but suggested that the refusal was not necessarily final as "future developments are dependent upon developments."—Gidlow.

**Wisconsin Dried Egg Production Soars**

Production of dried eggs in Wisconsin during the first quarter of this year totaled 8,150,017 lbs. exceeding the entire Nation's production of dried eggs products for the 7 yrs., 1927 through 1933, according to the Wisconsin State Dept. of Agriculture. The egg powder is intended primarily for shipment under the lend-lease program.

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**ACHESON TERMINALS**  
FOOT OF JACKSON STREET

Affiliated with Seattle's largest draying service—200 Black Ball trucks and trailers. Covering all ports of Puget Sound via Black Ball ferries and Black Ball Freight Service.

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**EYRES TRANSFER & WAREHOUSE CO.**

A Seattle Institution—53 years of outstanding service  
Cartage — Distribution — Storage  
Highest financial rating; new fireproof, A.D.T. sprinklered buildings; lowest insurance rate (10.2c); modern equipment.  
"The Shippers' Open Door to Alaska and the Orient"

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Carload  
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Walter Hollique, Mgr. Dean McLean, Mgr.

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J. R. GOODFELLOW, Pres.

**OLYMPIC WAREHOUSE & COLD STORAGE CO.**

MERCHANDISE STORAGE & DISTRIBUTION  
1203 Western Avenue Seattle, Wash.  
Cold Storage — Dry Storage — Rentals — Pool Car Distribution — Office Rentals  
Fireproof, brick const.; Sprinkler system; Insurance rate: 12.5c. Siding connects with all rail lines.

Bonded U. S. Customs; State License No. 2.  
Member of A.W.A. (C.S.) Wash. State Whomms. Assoc.

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Warehousemen & Distributors of  
General Merchandise and Household Goods  
Office and Desk Space—Low Insurance Rates  
Member—A.W.A.—W.S.W.A.—N.F.W.A.—S.T.O.A.

**SEATTLE, WASH.**

**TAYLOR-EDWARDS**  
Warehouse & Transfer Co., Inc.

Free switching service—Low insurance rates—A.D.T. Service,  
Associated with leading warehouses through

DISTRIBUTION SERVICE, INC.

New York Chicago San Francisco  
Members of—American Warehousemen's Assn.; Washington State Warehousemen's Assn.

**SEATTLE, WASH.**

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Exclusive agent for Maydover vans. Seattle's finest, most modern warehouse for the handling of household goods and personal valuables. Located in Seattle's fast-growing University district. Serving Sand Point Naval Air Base.

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**The SPOKANE TRANSFER & STORAGE CO.**  
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THE INLAND EMPIRE'S LARGEST DISTRIBUTORS  
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**Pacific Storage and Transfer Co.**  
Drayage Storage Distribution

Forward Step in Transit and Pool Cars  
In Our Care  
Located in Center Of Wholesale District  
Nearest Distributing Point  
(To) Fort Lewis, Camp Murray, McChord Field  
Member AWA-ACW-Wash. State Assn.

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**TERMINAL WAREHOUSES, INC.**

MDSE. WAREHOUSING and DISTRIBUTION  
Concrete and Steel Warehouse located on N.P.R.R.  
Tracks. Close to all Railway and Motor Freight  
Terminals. Special Lockers for Salesmen's Samples.  
Swift and Frequent Service to Fort Lewis, McChord  
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Every facility for you and your patrons'  
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Five Hundred Million Dollar market is  
available through

**THE W. J. MAIER STORAGE COMPANY**

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**BUCHERT TRANSFER LINE**

500 North Superior St.  
Merchandise and Household Goods Storage  
Pool Car Distribution  
Motor Freight Terminal for  
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Wesley Freight Line, Steffe Freight Line  
Chicago Northwestern siding, free switching  
Member May.W.A.

## APPLETON, WIS.

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**HARRY H. LONG MOVING & STORAGE**  
MERCHANDISE - HOUSEHOLD GOODS - MOTOR FREIGHT

Pool Car Distribution Sales Representation  
Brick building equipped for economical storage and  
distribution. Reached by C&NW—Soo-OM&StP.  
Motor Freight Terminal Members of WisWA-N.F.W.A.  
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## GREEN BAY, WIS.

Established 1903

**LEITCH TRANSFER AND STORAGE CO.**

121 South Broadway  
Merchandise Distributors and Household Goods  
Forwarders.

Haulers of Cement and Contractors Equipment and Heavy Machinery  
to All Points.  
U. S. Customs, Warehouse, State and Public Bonded.  
Waterfront Facilities: Private Siding CMS&P—C&NW—GB&W  
Reciprocal Switching. Wood Pulp a Specialty. Pool Car Distribution.  
Members of MayWA—WisWA

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Established 1888

**Reynolds Transfer & Storage Co.**

725 E. Mifflin St.  
Merchandise and Household Goods Storage Pool Car  
Distribution  
Haulers of Contractor's Equipment and Heavy Machinery to all points.  
Private Siding Chicago & Northwestern R. R.  
Reciprocal switching  
Agent Grayvan Lines

## MILWAUKEE, WIS.

**LINCOLN**

**FIREPROOF WAREHOUSE CO.**  
WAREHOUSE SERVICE | RAILROAD SIDINGS  
OF EVERY | AND  
DESCRIPTION | DOCKING FACILITIES  
LOCATED IN HEART OF BUSINESS DISTRICT  
OFFICES: 206 W. HIGHLAND AVE.  
Member of A.W.A.—W.W.A.—N.F.W.A.

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MILWAUKEE'S ONLY DOCK WAREHOUSE  
ON JOINT TRACKS CMST&PRR AND C&NWRY

647 W. VIRGINIA ST.

MILWAUKEE, WIS.

— UNEXCELLED —

WAREHOUSING AND DISTRIBUTION FACILITIES  
POOL CAR DISTRIBUTION - STORAGE IN TRANSIT

— SPECIAL —

FACILITIES FOR DRUMMING BULK OILS FROM  
TANK CARS

Represented by  
**DISTRIBUTION SERVICE, INC.**  
New York—Chicago—San Francisco

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ESTABLISHED 36 YEARS

**HANSEN**  
Storage Co.

850 Foot Dock

Largest in Wisconsin

18 Warehouses

A.D.T. Service

Specializing in—  
Merchandise Distribu-  
tion and Complete Branch House Services

TRACK CAPACITY FOR 50 CARLOADS  
DEPENDABLE EXPERT QUICK SERVICE

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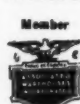
**NATIONAL TERMINALS CORPORATION**

954 SO. WATER STREET  
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Milwaukee's most modern and best located Waterfront Warehouse.  
Automobile storage. Warehousing on unit basis for spot stocks. Storage  
"In transit". Pool car distribution, Customs Bonded.  
Member of A.W.A. & W.W.A.

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EVERY CONCEIVABLE  
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Cooler, Freezer and General Merchandise Storage  
Deep Water Dock, Private Siding  
on C.M.St.P. & P. R.R.

## SHEBOYGAN, WIS.

**SHEBOYGAN**

Warehouse &amp; Forwarding Co.

A Merchants &amp; Manufacturers Warehouse

11th and Illinois Ave. Sheboygan, Wis.

Member of May. W.A. Wis. W.A.



### Johnson's Warehouses, Inc., in Jersey City

Johnson's Warehouses, Inc., has been organized to operate warehouses in Jersey City, N. J. The company is headed by Gustav A. Johnson, president, David Don Harris Warehouses, Inc., New York City and Perth Amboy, N. J., treasurer, and Max Hirsch, secretary. The new company will have headquarters at Pier 4, National Docks, Jersey City, and will specialize in storage-in-transit business on all non-hazardous commodities.

### Personnel and Obituary

(Concluded from page 73)

Ben Langan Storage & Van Co., St. Louis, and until recently associated with that firm, has become civilian instructor for the recruit air force at the St. Louis Flyers, located on the outskirts of St. Louis.—Hoag.

C. F. Kellers, New York City, former president of the New Haven Towing Co., has become Associate Director of the Div. of Coastwise and Intercoastal Transport.

J. G. Regis, traffic manager of Victor Mfg. Co., Chicago, is the new president of the Clearing-Cicero Traffic Conference, whose membership includes traffic men associated with industrial plants in the Clearing Manufacturing District, on Chicago's Southwest side. Other officers elected are: vice-president, J. T. Coffey, traffic manager, Lamson-Sessions Co., Clearing; secretary, G. M. Kostka, traffic manager, Thoell Mfg. Co., Chicago; treasurer, M. Grierson, Burry Biscuit Co., Clearing.—Slawson.

Ralph A. Blue, traffic manager of the Tokheim Oil Tank and Pump Co., has become president of the Fort Wayne Transportation Club, succeeding R. W. Ruble.—Kline.

George M. Clancy, president, Geo. M. Clancy Carting Co., Inc., Rochester, N. Y., has been appointed one of the 4 directors in charge of the soldiers' votes for New York State. Salary pays \$5,000 a year. Mr. Clancy served during 1937 as State Commander of the American Legion. An appropriation of \$100,000 has been made to set up the organization in Albany, N. Y.

### Fred E. Remer

FRED E. REMER, president of the Remer Storage & Van Co., Chicago, died June 1 from a heart attack. Mr. Remer began his business in 1908 as an express concern. He built the warehouse now occupied in 1927. Survivors are his wife, daughter, sister and 2 brothers.

### Allen L. Fowle

ALLEN L. FOWLE, 54, traffic executive of Hills Bros. Coffee, Inc., in San Francisco, died of a heart attack on April 30. Born in Oakland, Cal., Mr. Fowle had spent most of his life in the Bay Area and lived for the past 30-odd years in Berkeley. His traffic experience started as a young man when he was employed as a telegraph operator of the Southern Pacific R. R. Later, he worked for a time with the Santa Fe and while still in his early 20's established his own express and storage business in Berkeley. Coming to Hills Bros. Coffee, Inc., in June, 1915, as shipping clerk, he rose to traffic manager, the position which he held at the time of his death. He was recently appointed by the National Industrial Traffic League as a mem-

### TORONTO, ONT.

M. A. RAWLINSON, Pres. & Gen. Mgr.

### M. RAWLINSON, Ltd.

Established 1885

610 YONGE ST.

Seven Buildings to Meet All Requirements for Modern Storage and Distribution

Customs Bonded. Pool Car Distribution. Household Goods Moved, Packed, Shipped and Stored.

Members of CanS&T—NFWA—SAIFR—FWRA—TC&W—ALLIED VAN LINES

### TORONTO, ONTARIO

### TERMINAL WAREHOUSES LIMITED

Located on Toronto's Harbour Front in the heart of Industrial Ontario

COMPLETE MODERN STORAGE AND DISTRIBUTION FACILITIES

Dry Storage Cold Storage Bonded Storage  
Office and Light Manufacturing Space Lowest Insurance  
Field Warehousing

### MONTREAL, QUE.



### St. Lawrence Warehouse Inc.

1-VAN BORNE AVENUE, MONTREAL, CANADA

200,000 SQ. FT. OF MODERN FIREPROOF SPACE  
LOCATED IN THE EXACT CENTER OF THE CITY OF MONTREAL

Canadian Customs Bond. Private Siding—8 Car Capacity—Free Switching—All Railroad Connections  
New York Representative: Frank J. Tully  
277 Broadway, New York City. Telephone Worth 2-6428

### MONTREAL, QUEBEC

Established 1903

W. G. KENWOOD, Pres. & Man. Dir.

### Westmount Transfer & Storage Ltd.

205 Olivier Ave., Westmount, P. Q.

LOCAL AND LONG DISTANCE MOVES

Private Room System for Storage

CRATING, PACKING and SHIPPING

Charges Collected and Promptly Remitted

Member: N. Y. W. A., C. S. & T. A.



ber of its Transportation Instrumentalities and Car Service Committee.

In addition to being active in the Industrial Traffic Club of San Francisco, the Pacific Traffic Assn. and the Traffic Club of New York, Mr. Fowle served as chairman of the Rail Rates Committee of the Pacific Coast Coffee Assn. and was a member of the Transportation Committee of the San Francisco Chamber of Commerce. He was a Mason, a past master of the Francis K. Shattuck Lodge, 572, F. & A. M., Berkeley.—Gidlow.

### Louis M. Porter

LOUIS M. PORTER, a past president of the New York Traffic Club, died June 1 after a heart attack as he was entering his office at Pier 3, New York City. He was 57. He was general traffic manager of the Fruit Dispatch Co.

Born in Portsmouth, Va., Mr. Porter was connected with the Seaboard Airline in that city until he went with the Fruit Dispatch Co. 20 yrs. ago. Survivors are his widow and son, Frederick, both of Summit, N. J.

### G. F. Macfadden

G. F. MACFADDEN, 65, president 9 yrs. of the O.K. Storage and Transfer Co., Little Rock, Ark., died June 1. He has been in the transfer and storage business in Little Rock for 40 yrs. He was born in Toronto, Ont. Mr. Macfadden was a Mason and Shriner. Survivors include 3 daughters, 3 sisters, and 2 grandchildren.

### Lewis H. Valentine

LEWIS H. VALENTINE, founder of the Valentine Transfer and Storage Co., Aurora, Ill., died May 29. He was 82 and is survived by 2 sons and a daughter.

## Success for You —in Traffic Training!

Slow, painfully-gotten experience going from job to job—while the years fly by faster than increases come—is not the best way to win the goal you want in the Traffic world! A far better one is thorough, scientific, low-cost training in Traffic Management—training collaborated in by 175 of America's foremost transportation authorities, whose success-methods come to you in "Problem" form that puts you on the Traffic Manager's job during training, and qualifies you for such a job afterward. Scores of \$3,000-\$5,000-\$7,500 and even higher-salaried traffic executives are today in positions earned through LaSalle training. Possibly you can do the same... if you will. Get our free 48-page booklet, "Opportunities in Traffic Management" as the first step toward success for you. No obligation—and it may be right in line with your life's ambitions. Write for this book today.

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#### ● FOR SALE—BELT CONVEYORS

- 3—24" wide Belt Conveyors, good heavy rubber covered belt, 153' centers. Also 105' c/c and 170' c/c.  
1—30" Belt Conveyor 132' c/c on 15' wood sections.  
6—16" Steel Frame Belt Conveyors in 15' sections. 4" longitudinal channels, "Link-Belt" troughing and return idlers with anti-friction bearings, 85' long c/c with motor and reduction gear drive—also 50', 100', 125', 150' and 185' c/c lengths.  
3—14" Troughing Conveyors with Link-Belt Uniroll Idlers, each 80' c/c.

#### ● WANTED IMMEDIATELY

ROLLER CONVEYOR, all sizes; REVOLVATORS AND PORTABLE ELEVATORS; SCREW CONVEYOR; HYDRAULIC LIFT TRUCKS; ELECTRIC AND GASOLINE TRUCKS AND LIFT TRUCKS; TRAVELING CRANES; TRACTORS, and other material handling equipment. SEND US YOUR LIST.

### CONSOLIDATED PRODUCTS CO. INC.

16-20 Park Row 'phone 8ARclay 7-0600 New York City, N. Y.

### For-Hire Rates Upped at Los Angeles

(Concluded from page 78)

point of origin to point of destination and including loading and unloading from carriers' equipment.

One of the revisions provides that when a shipment is picked up or delivered to a point not at street level and where no elevator or ramp is available, an additional 5c. per 100 lbs. shall be assessed for handling beyond the carrier's equipment.

In the matter of accessororial charges, the decision permits an additional charge to be made at the rate of \$1.25 per man-hour for stacking, sorting or other accessororial-incidental services not authorized in the tariff.

The new regulations concerning C.O.D. shipments provide that charges for collecting and remitting the amount of C.O.D. bills on shipments weighing less than 100 lbs. shall be 10 per cent of every \$100 collected, or fraction thereof. On shipments of 100 lbs. or over the permissible C.O.D. collection charge now is based on a rate schedule authorized by the C.R.C., which permits charges ranging from 18c. on \$2.50 or under, increasing progressively on specified amounts to \$3.25 when the amount collected is between \$900 and \$1,000.

Minimum charges for handling any shipment now are: 35c. minimum for a shipment of less than 100 lbs.; 50c. minimum for a shipment of 100 lbs. or over.

The schedule provides that rates for freight, regardless of classification, transported between or within the zones as defined in certain items of the new tariff, shall be 9c. per package or piece, plus ½c. for each pound or fraction of its gross weight, not, however, exceeding a total charge of 35c. per package on shipments under 100 lbs.—Herr.

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